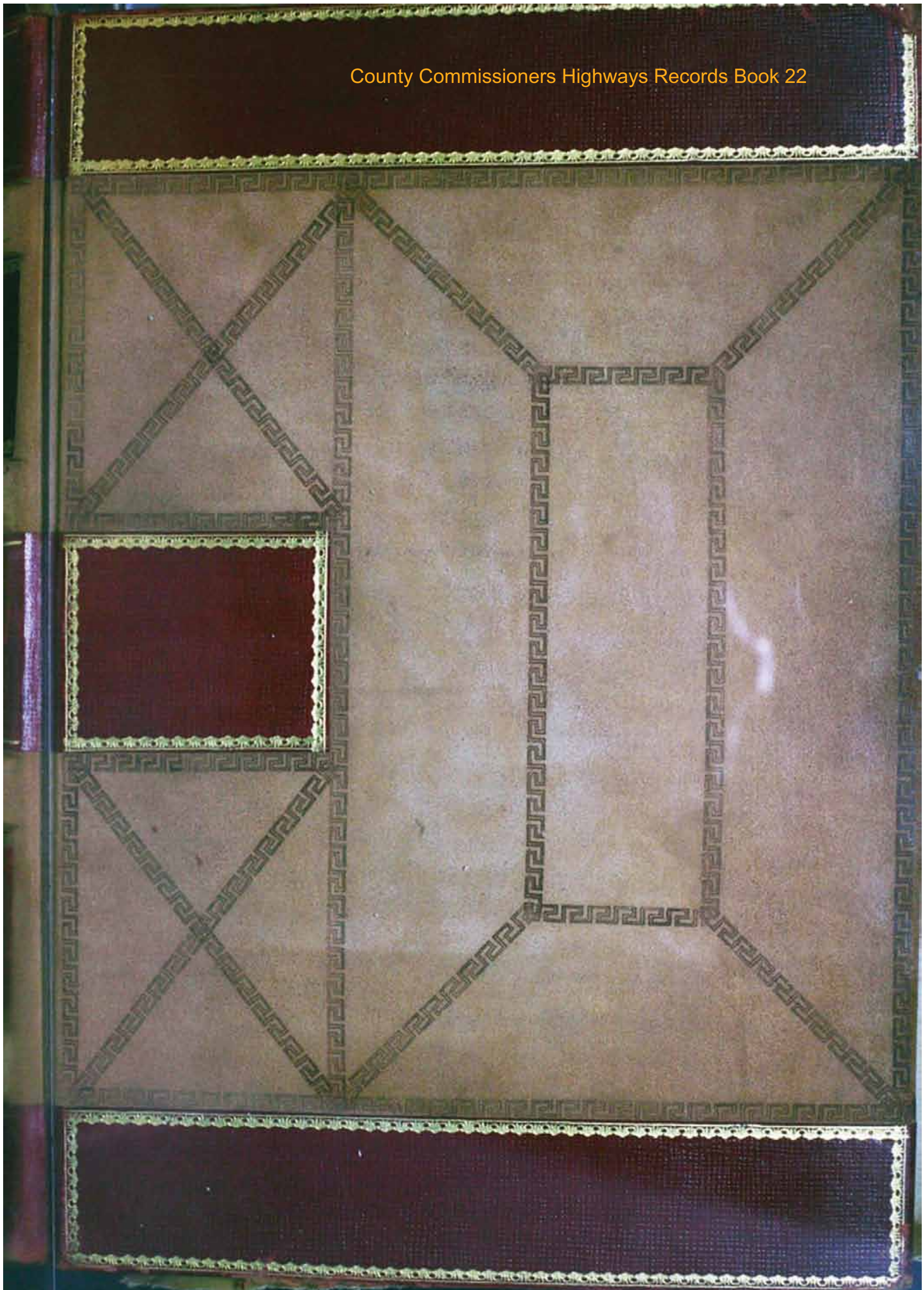


County Commissioners Highways Records Book 22





The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the ninth day of said month and from time to time to the nineteenth day of June, in the year of our Lord One thousand nine hundred and thirty-five.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

The following Cases were dismissed: (Nos. 34 and 42)

COMMONWEALTH OF MASSACHUSETTS

THE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN.

Docket #

John G. Bryant, Abby B. Bryant, Frank H. Reedy  
Trustees Byers Realty Trust

Appellant

Board of Assessors of the City of Springfield  
Appellee

PETITION

(1) This is a petition for the abatement of a tax of \$5438.07 assessed on real estate in the City of Springfield for the year of 1934.

(2) The appellant states that on April 1, 1934 they were the owners of record of certain real estate in said Springfield, consisting of 7,008 square feet of land and a brick apartment block four stories high, situated at 114-116-118 Byers Street, that the appellee thereafter valued such property at \$61,000 and assessed to them a tax thereon at the rate of \$29.70 per \$1000 in the amount of \$1814.67; and that a bill for said tax, dated April 1, 1934 was received by the appellant and that said bill has not been paid.

The appellant states that on April 1, 1934 they were the owner of record of certain real estate in said Springfield, consisting of 13,483 square feet of land and a brick apartment block, situated at #120 Byers Street and 103 Pearl Street; the appellant further states that the block was four stories high on the Pearl Street side and was five stories high on the Byers Street side in the rear; that the appellee thereafter valued such property at \$122,000 and assessed to them a tax thereon, at the rate of \$29.70 per \$1000, in the amount of \$3623.00; and that a bill for said tax dated April 1, 1934, was received by the appellant, and that said bill has not been paid.

(3) The appellant further states that on October 23, 1934 they applied to the appellee for an abatement of the tax so assessed including therein a sufficient description of the property; that on January 17, 1935 the appellee gave written notice to the appellant that their application for abatement was denied.

Petition Dismissed  
Without Costs

Bryant, John G.  
Trustee Byers Realty  
Trust, Petr. for  
abatement of taxes  
on real estate (land  
and buildings) loca-  
ted at 114-116-118  
Byers Street; 120  
Byers Street and 103  
Pearl Street, Spring-  
field, Mass.



April Meeting 1935

(4) The appellant objects to the decision of the appellee on the ground that said property was overvalued by the appellee.

(5) Wherefore, the appellant prays that a hearing may be had upon this petition and that such portion of said tax as may be determined to be excessive be abated, and for such further relief as may be proper.

(6) Service of papers in connection with this appeal may be addressed to Frank H. Reedy, 31 Elm Street, Springfield, Massachusetts.

John G. Bryant  
Trustee Byers Realty Trust

The foregoing petition was entered on the 14th day of February 1935, and, due proceedings having been had thereon, the following Stipulation was filed; and a Decree Dismissing Petition Without Costs was filed on May 8, 1935, to wit:

STIPULATION

COMMONWEALTH OF MASSACHUSETTS

Board County Commissioners

Docket No.

TRUSTEES BYERS REALTY TRUST,  
Appellant

Vs.

BOARD OF ASSESSORS OF SPRINGFIELD,  
Appellee

STIPULATION

In the above entitled case it is hereby stipulated and agreed that said appeal may be dismissed without costs.

TRUSTEES BYERS REALTY TRUST  
By Frank H. Reedy  
Attorney

BOARD OF ASSESSORS OF SPRINGFIELD  
By Donald M. Macauley  
City Solicitor

DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 8, 1935

In the matter of the petition of John G. Bryant, Trustee Byers Realty Trust for abatement of taxes on real estate (land and buildings) located at 114-116-118 Byers Street; 120 Byers Street and 103 Pearl Street, Springfield, Mass., a stipulation having been filed by Counsel, the petition is hereby dismissed without costs.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners of the  
County of Hampden.



2  
April Meeting 1935

COMMONWEALTH OF MASSACHUSETTS

TO THE COUNTY COMMISSIONERS  
COUNTY OF HAMPDEN

PAULINE BLACHER, Appellant  
BOARD OF ASSESSORS, Appellees  
TOWN OF PALMER

March 29, 1935

Blacher, Pauline--  
Petr., for abatement  
of taxes on personal  
property consisting  
of stock in trade  
and store fixtures,  
Town of Palmer.

42

Petition Dismissed

PETITION TO ABATE TAXES

This is a petition for the abatement of a tax of fifty dollars and forty cents (\$50.40) assessed on the personal property of the appellant in her store in the Town of Palmer for the year 1934.

The appellant states that on April 1st, 1934, she was the owner of certain personal property in said town, consisting of stock in trade and store fixtures; that the appellees valued said property on or about April 1st, 1934, at fourteen hundred dollars (\$1400.00) and assessed said appellant a tax thereon at the rate of thirty-six dollars (\$36.00) per thousand in the amount of fifty dollars and forty cents (\$50.40), and that the bill for said tax dated October, 1934, was received by the appellant.

The appellant further states that on November 30th, 1934, she applied to the appellees for an abatement of the tax so assessed, and that on January 7th, 1935, the appellees gave written notice to the appellant that said application for abatement was denied and abatement refused.

The appellant appeals from the decision of the appellees on the ground that said property was over-valued by the appellees; that the assessment thereon is excessive as compared with its fair cash value, and is greatly in excess of similar properties in the other neighboring stores in said Palmer. The appellant says that the fair cash value of the said property on April 1st, 1934, was seven hundred dollars (\$700.00) and it was over-valued by the appellees to the extent of seven hundred dollars (\$700.00).

WHEREFORE the appellant prays that a hearing may be had upon this petition and that such portion of said tax as may be determined to be excessive will be abated, and for such further relief as may be proper in the premises.

Service of papers in connection with this petition, may be had on William F. O'Connor, Attorney, address to Holbrook Building, 412 Main Street, Palmer, Mass.

Pauline Blacher

By William F. O'Connor  
Her Attorney t

The foregoing petition was entered on the 6th day of April 1935, and due proceedings having been had thereon, Withdrawal of Appeal was filed on May 8, 1935; Decree Dismissing Petition was filed on May 8, 1935, to wit:

WITHDRAWAL OF APPEAL  
PAULINE BLACHER  
VS  
TOWN OF PALMER

In the above entitled matter, the petitioner herewith withdraws his appeal.

BY William F. O'Connor  
Her Attorney



DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 8, 1935

In the matter of the petition of PAULINE BLACHER for abatement of taxes on personal property consisting of stock in trade and store fixtures, Town of Palmer, the petitioner having withdrawn her appeal, the petition is hereby dismissed.

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners for the  
County of Hampden.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY  
OF HAMPDEN:-

Respectfully represent the Board of Aldermen of the City of Springfield in said County that a public way in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, known as Armory Street, and the tracks of the New York, New Haven and Hartford Railroad Company cross each other at a bridge known as the Armory Street Bridge over the New York, New Haven and Hartford Railroad; that they are of the opinion that it is necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing, or that said bridge should be rebuilt, renewed or a structural change made therein for the purpose of strengthening or improving it.

WHEREFORE, your Petitioners pray that this Honorable Court, after a public notice, will hear all parties interested, and if they decide that such alteration, rebuilding or renewal is necessary, will prescribe the manner and limits within which it shall be made.

BOARD OF ALDERMEN OF SPRINGFIELD

Philip V. Erard  
John W. Dunlop  
Webster E. Collins  
Irving C. Hayes  
Raymond D. Jewett  
Kirby S. Baker  
A. Olin Sinclair  
A. Neilson Cochran

The foregoing petition was entered on the 25th day of April 1935, and due proceedings having been had thereon, on the 19th day of June 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE  
COUNTY OF HAMPDEN:-

Respectfully represent the Board of Aldermen of the City of

Board of Aldermen of  
the City of Springfield.  
Petr. for  
alteration, rebuilding  
or renewal of  
Armory Street Bridge  
over the tracks of  
the N. Y. N. H. & H.  
R. R., or for alteration  
in said crossing,  
the approaches  
thereto, etc., which  
does not involve the  
abolition of a crossing  
at grade.



Springfield in said County that a public way in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, known as Armory Street, and the tracks of the New York, New Haven and Hartford Railroad Company cross each other at a bridge known as the Armory Street Bridge over the New York, New Haven and Hartford Railroad; that they are of the opinion that it is necessary for the security or convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way, or in said bridge at said crossing, or that said bridge should be rebuilt, renewed or a structural change made therein for the purpose of strengthening or improving it.

WHEREFORE, your Petitioners pray that this Honorable Court, after a public notice, will hear all parties interested, and if they decide that such alteration, rebuilding or renewal is necessary, will prescribe the manner and limits within which it shall be made.

BOARD OF ALDERMEN OF SPRINGFIELD

Philip V. Erard  
John W. Dunlop  
Webster E. Collins  
Irving C. Hayes  
Raymond D. Jewett  
Kirby S. Baker  
A. Olin Sinclair  
A. Neilson Cochran

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 19, 1935

In the matter of the above petition, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of May, 1935, view said premises described in said petition and hear all parties interested, and at the time of said view and hearing, no person interested having objected, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that the highway bridge on Armory Street in Springfield over the tracks of the New York, New Haven and Hartford Railroad be rebuilt as set forth in said petition.

Therefore, it is ORDERED, ADJUDGED AND DECREED that such rebuilding shall be made in the following manner and within the following limits, namely:-

1. The present superstructure consists of through plate girders and floor beams with timber stringers and timber floor covered with asphalt with one 6' 0" sidewalk on the west side.
2. A new superstructure consisting of longitudinal steel girders encased in concrete supporting a reinforced concrete slab roadway and a 6' 0" sidewalk on each side to be built.



April Meeting 1935

3. The new superstructure is designed to carry, in addition to its own weight, the following live loads, in accordance with the 1931 specifications for Steel Highway Bridges of the American Association of State Highway Officials: On the roadway four lines of 2-ton trucks having 16 tons on one axle and 4 tons on the other axle, the axles being 14' 0" centre to centre and the wheels 6' 0" centre to centre.
4. Minimum underclearance lowered 0.27 feet.
5. Clear width of roadway between curbs increased from about 31' 8" to 36' 0".
6. Centre line of new bridge to be on centre line of present bridge. Centre line of roadway to be on centre line of Armory Street location.
7. Top of new floor raised 0.38 feet on the south side and raised 0.28 feet on the north side.
8. The present abutments are to be used with new concrete bridge seats and backwalls.
9. The approaches are to be altered to accommodate the new superstructure in accordance with plans entitled, "Springfield, Mass., Department of Streets & Engineering, Approaches to Armory St. Bridge over New York, New Haven & Hartford Railroad, Sheets one and two of two sheets, September 1934."
10. The work is to be done substantially in accordance with plan entitled, "City of Springfield, Mass., Department of Streets and Engineering, Armory Street Bridge over New York, New Haven and Hartford R.R. September, 1934."

Charles W. Bray )County  
Maurice G. Donahue )Commissioners  
Francis M. O'Keefe )of the County  
                          )of Hampden.  
                          )Assoc. Commissioner

Re-naming Street

April 15, 1935

Order passed by the Board of Aldermen January 21, 1935, by the Common Council February 4, 1935, approved by the Mayor February 4, 1935, changing name of highway known as Old Bay Road, extending from Page Boulevard to Pasco Road, to Goodwin Street. Also notice of assignment of numbers on Goodwin Street.

Orders

April 17, 1935

Ordered, County Treasurer authorized and directed to pay \$176.45 to the Town of Holland on acct. of County's proportion of cost of work done on bridge on Pond Bridge Road. Case No. 74 - 1934.

May 8, 1935

Ordered, County Treasurer authorized and directed to pay \$234.40 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68 - 1933.

Death of  
Clarence H. Granger  
Assoc. Comm.

Resolutions adopted by the County Commissioners upon the death of Clarence H. Granger, Associate Commissioner.

Order to Arrest

May 15, 1935

Order to arrest Francis J. Speight of East Long-meadow, holder of a release to be on parole.



May 15, 1935

Order to arrest Roger DeLuchs of Springfield, holder of permit to be at liberty.

Order to Arrest

May 22, 1935

Ordered, County Treasurer authorized and directed to pay \$340.26 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Orders

May 29, 1935

Ordered, County Treasurer authorized and directed to pay \$258.00 to Town of Holland on acct. of County's proportion of cost of work done on Bridge on Pond Bridge Road in Holland. Case No. 74 - 1934.

Order to arrest Emil Desaulnier of Springfield, holder of permit to be at liberty.

Order to Arrest

June 5, 1935

Apportionment of County Tax for the Year 1935.

County Tax

COUNTY OF HAMPDEN

 Tax Assessment upon the following Cities and Towns for 1935.

Agawam	\$14,627.56
Blandford	1,236.13
Brimfield	1,545.16
Chester	2,369.25
Chicopee	65,619.00
East Longmeadow	6,180.66
Granville	2,781.29
Hampden	1,236.13
Holland	309.03
Holyoke	132,473.14
Longmeadow	18,233.36
Ludlow	13,082.39
Monson	5,768.61
Montgomery	412.04
Palmer	13,597.45
Russell	6,077.64
Southwick	3,293.35
Springfield	435,016.45
Tolland	515.05
Wales	618.06
West Springfield	38,630.12
Westfield	31,110.32
Wilbraham	4,841.51
	<u>\$799,573.70</u>

Warrants issued June 5, 1935

Hampden County Tax  
1935

	Assessed	Should have been Assessed
Agawam	14,627.56	14,627.60
Blandford	1,236.13	1,236.14
Brimfield	1,545.16	1,545.17
Chester	2,369.25	2,369.26
Chicopee	65,619.00	65,618.20



April Meeting 1935

East Longmeadow	6,180.66	6,180.68
Granville	2,781.29	2,781.31
Hampden	1,236.13	1,236.14
Holland	309.03	309.03
Holyoke	132,473.14	132,472.53
Longmeadow	18,233.36	18,233.00
Ludlow	13,082.39	13,082.43
Monson	5,768.61	5,768.63
Montgomery	412.04	412.05
Palmer	13,597.45	13,597.49
Russell	6,077.64	6,077.67
Southwick	3,293.35	3,296.36
Springfield	435,016.45	435,016.71
Tolland	515.05	515.06
Wales	618.06	618.07
West Springfield	38,630.12	38,629.23
Westfield	31,110.32	31,109.41
Wilbraham	4,841.51	4,841.53
	799,573.70	799,573.70

This was brought in by Mr. Emerson, State Examiner, on October 17, 1935. After talking with Boston, it was learned that nothing could be done at this time to make the corrections.

Order

June 5, 1935 Ordered, County Treasurer authorized and directed to pay \$526.40 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Salary Adjustments.

June 12, 1935 Voted, salary adjustments approved for Marie C. Healey, Fred A. Bearse, Alice E. V. Neilson, Frank A. O'Connell, Thomas F. Begley, Joseph F. Leary, Michael J. Geran, Grace M. L. Gainley, Grace H. Tyler.

Salary Increase  
Marion Bok

June 5, 1935 Voted, that the salary of Marion Bok, Farmer, at the Hampden County Training School, be increased, commencing July 1, 1935.

Salary Increase  
William C. Giles

June 19, 1935 Voted, that the salary of William C. Giles, Counsel for the Hampden County Commissioners, be increased.

Salary Increase  
Thomas Reidy

Voted, that the salary of Thomas Reidy, Herdsman and Head Farmer, at the Hampden County Training School, be increased from \$900.00 to \$1020.00 per year commencing January 1, 1935.

Salary Increase  
Julian Sgafren

Voted, to increase salary of Julian Sgafren, Farm Helper, at the Hampden County Training School.

Damages Done  
By Dogs

Land Damages



Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

June 19, 1935

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

\_\_\_\_\_  
CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-fifth day of said month and from time to time to the twenty-sixth day of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Five.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on East Longmeadow Road the work to begin at what is known as "Point of Rocks" and extend to the East Longmeadow Town Line, and for aid.

36

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to East Longmeadow, and known as East Longmeadow Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at what is known as "Point of Rocks" and extend to the East Longmeadow Town line.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of March, 1935.

Neil S. Kibbe	} Selectmen of Hampden.
Nelson M. Carew	
Walter E. Temple	

The foregoing petition was entered on the 20th day of March 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 11, 1935

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on East Longmeadow Road, the work to begin at what is known as "Point of Rocks" and extend to the East Longmeadow Town Line, and for aid,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to widen with bitumin-



ous macadam, treat with bituminous material and otherwise improve about 5,000 feet of roads in Hampden, leading to East Longmeadow, and being locally known as Main and East Longmeadow Roads, the work to begin at the end of the section of said road improved in 1925, station 81+50, and extend westerly to station 31+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The subgrade shall be widened from 16 feet to 20 feet with gravel spread to a depth of 8 inches. Outside the graded roadway the slopes shall be extended as directed by the Engineer. The surface of the road shall be widened from 16 feet to 20 feet with bituminous macadam in accordance with the requirements of the standard specifications of the Department of Public Works; said surface to be 6 inches in depth. Bituminous material shall be applied to the present surface of the road in accordance with the requirements of the standard specifications of the Department of Public Works, except that the number of applications of asphalt emulsion may be changed if the Engineer so directs, and trap rock shall be used in place of sand. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND FIVE HUNDRED THIRTY DOLLARS (\$1,530.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

#### TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Wilbraham to Hampden, and known as Wilbraham Road, be specifically repaired by resurfacing, the work to begin at the Wilbraham line and extend in a southerly direction toward Hampden, a distance of about 3000 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of March, 1935.

Neil S. Kibbe )  
Walter E. Temple ) Selectmen  
of  
Hampden

Hampden, Selectmen of the Town of, Petrs. for specific repairs on Wilbraham Road, the work to begin at Wilbraham Line and extend in a southerly direction toward Hampden, a distance of about 3000 feet, and for aid.



The foregoing petition was entered on the 20th day of March 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petitions of the Selectmen of the Town of Hampden for specific repairs on Wilbraham Road, the work to begin at Wilbraham Line and extend in a southerly direction toward Hampden, a distance of about 3000 feet, and for aid; and for specific repairs on Main Street, the work to begin at the junction of North Monson Road and Main Street and extend in a westerly direction towards the East Longmeadow line, a distance of about two miles, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 38 and No. 39, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1935, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to repair, treat with bituminous material and otherwise improve about 10,000 feet of roads in Hampden, leading from Wilbraham, and being known as Wilbraham and Main Streets; the work to be done in two sections:

Wilbraham Street - 3000 feet - from station 0+0 extending southerly to station 30+0 (0+0 = Wilbraham Line)

Main Street 7000 feet - from station 151+50 extending westerly to Pt. of Rocks which = station 81+50

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Hampden, Selectmen of the Town of, Petrs. for specific repairs on Main Street, the work to begin at the junction of North Monson Road and Main St. and extend in a westerly direction towards the East Longmeadow line, a distance of about two miles, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to East Longmeadow, and known as Main Street, be specifically repaired by resurfacing, the work to begin at the junction of North Monson Road and Main Street and extend in a westerly direction towards the East Longmeadow line, a distance of about two miles.



WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of March 1935.

Neil S. Kibbe }  
Walter E. Temple } Selectmen  
                                } of  
                                } Hampden

The foregoing petition was entered on the 20th day of March 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petitions of the Selectmen of the Town of Hampden for specific repairs on Wilbraham Road, the work to begin at Wilbraham Line and extend in a southerly direction toward Hampden, a distance of about 3000 feet, and for aid; and for specific repairs on Main Street, the work to begin at the junction of North Monson Road and Main Street and extend in a westerly direction towards the East Longmeadow line, a distance of about two miles, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 38 and No. 39, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1935, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to repair, treat with bituminous material and otherwise improve about 10,000 feet of roads in Hampden, leading from Wilbraham, and being known as Wilbraham and Main Streets; the work to be done in two sections:

Wilbraham Street - 3000 feet - from station 0+0 extending southerly to station 30+0 (0+0 = Wilbraham Line)

Main Street - 7000 feet - from station 151+50 extending westerly to Pt. of Rocks which = station 81+50

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello }  
Charles W. Bray } County  
Maurice G. Donahue } Commissioners  
                                } of the County  
                                } of Hampden



June Meeting 1935

Chester, Selectmen of, Petrs. for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at end completed in 1934 (station 301) for a distance to be determined by the State Engineers, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of Chester, in said County, that common convenience and necessity require that the highway known as the Chester Hill Road running from Huntington, northerly to Middlefield be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, beginning at the end completed in 1934 (station No 301) for a distance to be determined by the State Engineers.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such relocation and alterations, and determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and the Town of Chester.

Dated this thirteenth day of May 1935.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester

The foregoing petition was entered on the 15th day of May 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935

On the petitions of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at end completed in 1934 (station 301) for a distance to be determined by the State Engineers, and for aid; and for specific repairs on Chester Hill Road, the work to begin at station 67 and to to station 74, a distance of 700 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 47 and No. 59, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1935, view said highway and hear all parties interested under petition No. 47, also the said Commissioners did on the tenth day of July, A. D. 1935, hear all parties interested under petition No. 59, and on both petitions did adjudge that specific repairs should be made. At the time of said view and hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road, to grade, surface with stone retread and gravel and otherwise improve about 4,350 feet, the work to begin as follows:

Section 1 - beginning at the end of the section of said road improved in 1934, station 301, and extending northwesterly to station 337 (Petition No. 47)



Section 2 - beginning at the end of the section of said road improved in 1934, station 66+50, and extending northwesterly to station 74 (Petition No. 59)

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE THOUSAND ONE HUNDRED DOLLARS (\$5,100.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity requires that the highway leading from Huntington, Northerly to West Worthington and known as the East River Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end completed in 1934, for a distance to be determined by the State Engineers; also beginning at station No. 219 - in a Northerly direction to station No. 236 - for a distance of 1700 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice and hearing may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and the Town of Chester.

Dated This thirteenth day of May 1935.

Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of Chester, Mass.

The foregoing petition was entered on the 15th day of May 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935

On the petition of the Selectmen of Chester for specific repairs on East River Road, the work to begin at end completed in 1934, for a distance to be determined by the State Engineers; also beginning at station 219 and extend in a northerly direction to station 236, a distance of 1700 feet more or less; and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

Chester, Selectmen of, Petrs. for specific repairs on East River Road, the work to begin at the end completed in 1934, for a distance to be determined by the State Engineers; also beginning at station 219 and extend in a northerly direction to station 236, a distance of 1700 feet more or less; and for aid.



said Commissioners did on the thirteenth day of June, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester, leading from Huntington to Worthington, and being known as East River Road, to grade, surface with stone retread and otherwise improve about 5,350 feet, the work to begin as follows:

Section 1 - beginning at the end of the section of said road improved in 1934, station 42, and extending northwesterly to station 79,

Section 2 - beginning at the end of the section of said road improved in 1933, station 219+50, and extending northwesterly to station 236.

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND NINE HUNDRED TWELVE DOLLARS AND FIFTY CENTS (\$1,912.50) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on the Russell Stage Road, beginning at sta. 0+50 and extend to sta. 12+50, a distance of 1200 ft more or less, and beginning again at sta. 69+0 and extend to sta. 87+00, a distance of 1800 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Russell and known as the Russell Stage Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 0+50 (station 0+0 being the Blandford-Woronoco State Highway) and extend to station 12+50, a distance of twelve hundred feet more or less, and beginning again at station 69+0 and extend to station 87+00, a distance of eighteen hundred feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of May 1935

SELECTMEN { N. L. Haines  
OF { W. V. Bodurtha  
BLANDFORD { Wm. H. Hepsley



The foregoing petition was entered on the 27th day of May 1935, and due proceedings having been had thereon, on the 14th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 14, 1935

On the petitions of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on the Russell Stage Road, beginning at station 0+50 and extend to station 12+50, a distance of 1200 feet more or less, and beginning again at station 69+0 and extend to station 87+00, a distance of 1800 feet more or less, and for aid; also, for specific repairs on Russell Stage Road, beginning at station 50+50 to station 69+0, a distance of 1850 feet more or less, and beginning again at station 12+50 to station 25+50, a distance of 1300 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with gravel and stone retread and otherwise improve about 4,390 feet of road in Blandford, leading to Russell, and being known as Russell Road, the work to be done in two sections:

Section 1 - beginning at the junction of the State highway and Russell Road, station 0+60, and extending easterly to station 12+50,

Section 2 - beginning at the end of the section of said road improved in 1934, station 50+50 and extending easterly to station 82+50;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The road shall be graded where and as directed by the Engineer. Between stations 0+60 and 7, the subgrade shall be widened from 12 feet to 18 feet with bank-run gravel spread to a depth of 12 inches; the upper 12 inches of the subgrade between stations 7 and 12+50 and between stations 69 and 79 to consist of bank-run gravel spread for a width of 18 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. Between stations 0+60 and 12+50 and between stations 69 and 79, a gravel surface shall be constructed in accordance with the requirements of sections 19 to 21 inclusive of the standard specifications of the Department of Public Works, except that the surface shall not be rolled. The surface of the road shall be 18 feet in width and 4 inches in depth. Between



stations 50+50 and 69, a stone retread surface shall be constructed in accordance with the requirements of Addendum I attached to agreement; said surface to be 18 feet in width and 2 inches in depth. A drainage system, consisting of 6 drop inlets and outlets aggregating 144 feet of 12-inch coated corrugated iron pipe, 44 feet of 18-inch coated corrugated iron pipe and 24 feet of 8-inch coated corrugated iron pipe, shall be constructed where and as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$2,125.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

Blandford, Selectmen of, Petrs. specific repairs on Russell Stage Road, beginning at sta. 50+50 to sta. 69+0, a distance of 1850 feet more or less and beginning again at sta. 12+50 to sta. 23+50, a distance of 1300 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Russell and known as the Russell Stage Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 50+50 to station 69+0, a distance of eighteen hundred and fifty feet more or less, and beginning again at station 12+50 to station 25+50, a distance of thirteen hundred feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of May 1935

SELECTMEN { N. L. Haines  
 OF { W. V. Bodurtha  
 BLANDFORD { Wm. H. Hepsley

The foregoing petition was entered on the 27th day of May 1935, and due proceedings having been had thereon, on the 14th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 14, 1935

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on the Russell Stage Road, beginning at station 0+50 and extend to station 12+50, a distance



of 1200 feet more or less, and beginning again at station 69+0 and extend to station 87+00, a distance of 1800 feet more or less, and for aid; also, for specific repairs on Russell Stage Road, beginning at station 50+50 to station 69+0, a distance of 1850 feet more or less, and beginning again at station 12+50 to station 25+50, a distance of 1300 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 51 and No. 52, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with gravel and stone retread and otherwise improve about 4,390 feet of road in Blandford, leading to Russell, and being known as Russell Road, the work to be done in two sections:

Section 1 - beginning at the junction of the State highway and Russell Road, station 0+60, and extending easterly to station 12+50,

Section 2 - beginning at the end of the section of said road improved in 1934, station 50+50 and extending easterly to station 82+50;

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The road shall be graded where and as directed by the Engineer. Between stations 0+60 and 7, the subgrade shall be widened from 12 feet to 18 feet with bank-run gravel spread to a depth of 12 inches; the upper 12 inches of the subgrade between stations 7 and 12+50 and between stations 69 and 79 to consist of bank-run gravel spread for a width of 18 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. Between stations 0+60 and 12+50 and between stations 69 and 79, a gravel surface shall be constructed in accordance with the requirements of sections 19 to 21 inclusive of the standard specifications of the Department of Public Works, except that the surface shall not be rolled. The surface of the road shall be 18 feet in width and 4 inches in depth. Between stations 50+50 and 69, a stone retread surface shall be constructed in accordance with the requirements of Addendum I attached to agreement; said surface to be 18 feet in width and 2 inches in depth. A drainage system, consisting of 6 drop inlets and outlets aggregating 144 feet of 12-inch coates corrugated iron pipe, 44 feet of 18-inch coated corrugated iron pipe and 24 feet of 8-inch coated corrugated iron pipe, shall be constructed where and as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.



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These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$2,125.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Springfield, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Parker St. from end of 1933 construction through Cooley St to Allen St. and Cooley St from Allen St to the East Longmeadow line, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that part of the highway known as Parker Street in said Springfield from the end of the 1933 construction (through Cooley Street to Allen Street) and the highway known as Cooley Street from Allen Street to the East Longmeadow line, be relocated and that alterations be made in their course and width; and that said ways be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this third day of June, 1935.

Henry Martens  
Mayor

Philip V. Erard  
John W. Dunlop  
Webster E. Collins  
Irving C. Hayes  
Raymond D. Jewett  
Kirby S. Baker  
A. Olin Sinclair  
A. Neilson Cochran

Board of Aldermen of the City of Springfield.

The foregoing petition was entered on the 4th day of June 1935, and due proceedings having been had thereon, the following Motion to Amend Petition was filed on June 26, 1935; and Final Decree was filed on September 11, 1935, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

MOTION TO AMEND PETITION

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Now come the petitioners, the mayor and board of aldermen of the City of Springfield and move that the petition filed on June 4, 1935 be amended by striking out in the fifth line of said petition the words "through Cooley Street to Allen Street" and inserting in place

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Plans in drawer of  
Plan Case.

HIGHWAY  
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thereof the following words "to the intersection of Parker and Cooley Streets, thence through Cooley Street to Allen Street".

Dated this twenty-fifth day of June, 1935.

Henry Martens  
Mayor

Philip V. Erard  
John W. Dunlop  
Webster E. Collins  
Irving C. Hayes  
Raymond D. Jewett  
Kirby S. Baker  
A. Olin Sinclair  
A. Neilson Cochran

Board of Aldermen of the  
City of Springfield

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petition of the Mayor and Board of Aldermen of the City of Springfield for relocation, alterations and specific repairs on Parker Street from end of 1933 construction through Cooley Street to Allen Street, and Cooley Street from Allen Street to the East Longmeadow line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: the sub-base where required shall consist of gravel as specified; between about stations 135+12.81 and 150+00 the base course shall consist of broken stone bound with sand and three and one half (3 1/2) inches in thickness after rolling. Between Station 150+00 and Station 188+35.02 the base course shall consist of broken stone bound with sand, three and one-half (3 1/2) inches in thickness after rolling on widenings and of variable thickness as shown on plans on the present road surface. Where stone is placed directly on the old surface this shall first be scarified and reshaped as specified. Between about Stations 188+35.02 and 201+00 the base course on widenings shall consist of two layers of broken stone. The bottom layer shall be two (2) inches in thickness after rolling, and bound with sand. The top layer shall be two (2) inches in thickness after rolling and penetrated with one and three fourths (1-3/4) gallons of asphalt per square yard. The broken stone and sand shall conform to specifications. The asphalt shall conform to specifications. Between Stations 135+12.81 and 188+35.02 the surface shall consist of broken stone two and one half (2-1/2) inches deep after rolling, penetrated and sealed with asphalt. The surface course shall conform to specifications except that the rate of application of the seal coat shall be one fourth (1/4) gallon per square yard of surface.



June Meeting 1935

Between Stations 188+35.02 and 201+00 the surface shall consist of bituminous concrete surfacing type C two (2) inches thick after rolling and shall be as specified in specifications except that the contract unit price for item 22 shall include the furnishing and applying of the seal coat and its stone dust covering. Before placing the bituminous concrete surfacing the present surface shall be treated with a tack coat of 1/8 gallon of asphalt emulsion as specified. Bounds furnished and set - the work done under this item shall conform to specifications except that the bounds used shall be the City of Springfield standard bounds.

Straight Stone Curbing 4" x 18" and Curved Stone Curbing 4" x 18" - the work done under these items shall conform to specifications except that the curbing shall be the City of Springfield standard curb 4" x 18".

Seeding. Where directed the side slopes and grass plots shall be graded with loam and sown with grass seed. Loam shall conform to the requirements. Grass seed shall consist of a mixture proportioned according to formula.

The work is to begin at about Station 135+12.81 Parker Street about 700 feet northeast of the junction of Parker and Cooley Streets and extending thence along said Parker and Cooley Streets in a general southwesterly direction for about 6587 feet to about Station 201+00 about 870 feet northeast of the Springfield-East Longmeadow town line.

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

Plans of Parker and Cooley Streets prepared by the Department of Streets and Engineering, City of Springfield, are on file in the Clerk of Courts' Office, Hampden County Court House, Springfield, Massachusetts, and with the City of Springfield.

The County Commissioners and the City of Springfield entered into an oral agreement that the relocation and alterations on Parker and Cooley Streets as prayed for in said petition will be made by the City of Springfield.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed TEN THOUSAND SIX HUNDRED TWENTY-FIVE DOLLARS (\$10,625.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Springfield.

Charles W. Bray	)County
Maurice G. Donahue	)Commissioners
Francis M. O'Keefe	)of the County
	)of Hampden.
	)Associate Commissioner.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Longmeadow, in said county, that common convenience and necessity requires that the highway leading from Longmeadow to Hazardville, Conn. and known as Shaker Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, the work to begin at Hazardville Road, so-called, and extend southeasterly to the Massachusetts-Connecticut State Line for a distance of approximately 3800 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Twenty-Seventh day of May 1935.

Edwin S. Munson

Frank B. Allen

Selectmen of the Town of Longmeadow.

The foregoing petition was entered on the 5th day of June 1935, and due proceedings having been had thereon, the following Relocation Report was filed on August 23, 1935, and the Final Decree was filed on August 28, 1935, to wit:

#### RELOCATION REPORT

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1935

On the petition of the Selectmen of the Town of Longmeadow for relocation, alterations and specific repairs on Shaker Road, the work to begin at Hazardville Road so-called, and extend southeasterly to the Massachusetts-Connecticut State Line for a distance of approximately 3800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the tenth day of July, A. D. 1934, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout or relocation is located on Shaker Road, so-called, and begins at the dividing line between the towns of Longmeadow, Massachusetts, and Enfield, Connecticut, and extends thence in a northwesterly direction for about three-quarters of a mile, as hereinafter described to the Hazardville Road, so called.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in March, 1935, and begins at a point on the aforesaid dividing line shown on plan as Station O,

Longmeadow, Selectmen of the Town of Petta. for relocation, alterations and specific repairs on Shaker Road, the work to begin at Hazardville Road so-called, and extend southeasterly to the Mass-Conn State Line for a distance of approx. 3800 feet more or less, and for aid.



thence extending north  $42^{\circ} 06' 30''$  west 1093.19 feet; thence by a curve to the left of 2450.00 feet radius 1075.72 feet; thence north  $67^{\circ} 15' 55''$  west 1158.98 feet; thence north  $65^{\circ} 17' 50''$  west 178.63 feet; thence north  $58^{\circ} 24' 50''$  west 267.37 feet; to a point at the end of the layout, in the junction of the present roadways of Shaker and Hazardville Roads, said point being shown on plan as station 37+73.89.

The southwesterly location line begins at a point on the aforesaid dividing line bearing south  $81^{\circ} 56' 30''$  west and 48.28 feet distant from the point of beginning of the above described base line shown on plan as station 0 and extends thence parallel to said base line and 40.00 feet distant therefrom to a point bearing south  $22^{\circ} 44' 05''$  west and 40.00 feet distant from station 21+68.91, thence north  $67^{\circ} 15' 55''$  west 1188.17 feet to a point bearing south  $58^{\circ} 51' 01''$  west and 49.52 feet distant from station 33+27.89, thence by a curve to the right of 2278.40 feet radius 408.93 feet to a point bearing south  $15^{\circ} 06' 11''$  west and 51.13 feet distant from the point of ending of the above described base line shown on plan as station 37+73.89, thence north  $56^{\circ} 58' 54''$  west 40.14 feet to a point at the end of the layout bearing south  $59^{\circ} 39' 40''$  west and 54.43 feet distant from the said station 37+73.89.

The northeasterly location line begins at a point on the aforesaid dividing line bearing north  $81^{\circ} 56' 30''$  east and 48.28 feet distant from the point of beginning of the above described base line shown on plan as station 0 and extends thence parallel to said base line and 40.00 feet distant therefrom to a point bearing north  $22^{\circ} 44' 05''$  east and 40.00 feet distant from station 21+68.91, thence north  $67^{\circ} 15' 55''$  west 1188.17 feet to a point bearing north  $13^{\circ} 22' 51''$  west and 49.52 feet distant from station 33+27.89, thence by a curve to the right of 2198.40 feet radius 394.57 feet to a point at the end of the layout, bearing north  $59^{\circ} 39' 40''$  east and 35.07 feet distant from the point of ending of the above described base line shown on plan as station 37+73.89.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Longmeadow in said County.

PARCEL 1. A parcel of land supposed to be owned by AMOS BRIDGES AND SONS, INCORPORATED (ORANGE CO-OPERATIVE BANK) comprising the northeasterly portion of Shaker Road, so-called, between stations 0+0 and 16+0<sub>+</sub>, bounded as follows: northeasterly by the northeasterly location line of the 1935 county layout for about 1635 feet; southerly by the dividing line between the towns of Enfield, Connecticut, and Longmeadow, Massachusetts, for about 45 feet; and southwesterly by the northeasterly boundary of land of the Heirs of T. W. Leete, as defined by the center line of the travelled way of said Shaker Road, for about 1605 feet; containing about 55,500 square feet.



PARCEL 2. A parcel of land supposed to be owned by the HEIRS OF T. W. LEETE, comprising the southwesterly portion of Shaker Road, so-called, between stations 0+27+ and 32+06+, bounded as follows: southwesterly by the southwesterly location line of the 1935 County Layout for about 3162 feet; northwesterly by the southeasterly boundary of land of Fred Passino et al for about 46 feet; northerly by the southerly boundary of land of Amos Bridges and Sons, Incorporated, as defined by the center line of the traveled way of said Shaker Road, for about 1540 feet; northeasterly by the northeasterly location line of said 1935 Layout for about 60 feet; again northeasterly by the southwesterly boundary of land of Amos Bridges and Sons, Incorporated, as defined by aforesaid center line of traveled way, for about 1605 feet; and southwesterly by the dividing line between the towns of Enfield, Connecticut and Longmeadow, Massachusetts, for about 52 feet; containing about 149,800 square feet.

PARCEL 3. A parcel of land supposed to be owned by AMOS BRIDGES AND SONS, INCORPORATED, (ORANGE CO-OPERATIVE BANK) comprising the northerly portion of Shaker Road, so-called, between stations 16+58+ and 31+91+ bounded as follows: northerly by the northerly location line of the 1935 County Layout for about 1480 feet; southerly by the northerly boundary of land of the Heirs of T. W. Leete, as defined by the center line of the traveled way of said Shaker Road, for about 1540 feet; and northwesterly by the southeasterly boundary of land of Fred Passino et al for about 72 feet; containing about 49,200 square feet.

PARCEL 4. A parcel of land supposed to be owned by FRED AND MAY PASSINO, comprising the entire width of location of the 1935 County Layout on Shaker Road, so-called, located between stations 31+29 and 37+73.89 bounded as follows: northeasterly by the northeasterly location line of the 1935 County Layout for about 621 feet; southeasterly by the northwesterly boundaries of lands of Amos Bridges and Sons, Incorporated, and that of the Heirs of T. W. Leete for a total distance of about 118 feet; southwesterly by the southwesterly location line of the said 1935 Layout for about 599 feet; and northwesterly by the line defining the northwesterly end of said 1935 Layout for 89.50 feet; containing about 47,700 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of LONGMEADOW - Hampden County - Laid Out by the County Commissioners - Scale: 40 feet to the inch.



AND the owners of the land over which said highway is thus laid out are allowed until the first day of November next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:-

Amos Bridges and Sons, Incorporated.....	\$1.00
(Orange Co-Operative Bank)	
Heirs of T. W. Leete.....	1.00
Amos Bridges and Sons, Incorporated.....	1.00
(Orange Co-Operative Bank)	
Fred and May Passino.....	1.00

All land, grade, drainage and other legal damages shall be paid by the Town of Longmeadow.

Thos. J. Costello )	County
Chas. W. Bray )	Commissioners
Maurice G. Donahue )	of the County
	of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

August 23, 1935

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 28, 1935

On the petition of the Selectmen of the Town of Longmeadow for relocation, alterations and specific repairs on Shaker Road, the work to begin at Hazardville Road so-called, and extend southeasterly to the Massachusetts-Connecticut State Line for a distance of approximately 3800 feet more or less, and for aid.

It appearing that all persons and corporations interested had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Longmeadow leading to Enfield, Conn., and being known as Shaker Road, to grade, surface with gravel and cut-back asphalt mixed in place, and otherwise improve about 3800 feet, the work to begin at Longmeadow-Enfield, Conn. Town Line, at station 0, and extend in a northerly direction to station 38+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.



These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed TWO THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$2,125.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where the last work terminated in 1934 and extend toward said Suffield, Connecticut, for a distance of one-half mile more or less.

Southwick, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where last work terminated in 1934 and extend toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this twenty-third day of April A. D. 1935.

A. F. Johnson ) Selectmen  
Philip K. Hall ) of  
Enfred Anderson ) Southwick.

TOWN VOTE

April 23, 1935.

To Whomever It May Concern:

This is to Certify that, the following is a true copy of Article 21, in the Selectmen's Warrant calling the Annual Town Meeting of March 4, 1935, and a true copy of the record of the vote passed on said Article 21 at said meeting:-

Article 21

To see if the Town will vote to raise a sum of money for continuing the work of improving the South Longyard Road.

Vote passed on above Article.

Voted, that the Town raise and appropriate the sum of Two thousand (\$2,000.00) Dollars for continuing the work of improving the South Longyard road; the same to be used with any money granted by the State and County. Unanimous.

Given under my hand and the seal of the Town of Southwick, the year and day first above written.

(Seal)

Clyde H. Treworgy  
Town Clerk of the Town of Southwick.



June Meeting 1935

The foregoing petition was entered on the 18th day of June 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1935

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where last work terminated in 1934 and extend toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Southwick, leading to Suffield, Connecticut, and being known as South Longyard Road, to grade, surface with bituminous macadam and otherwise improve about 2,250 feet, the work to begin at the end of the section of said road improved in 1934, station 87+50, and extend easterly to station 110; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The road shall be graded to a width of 26 feet in cuts and 30 feet on embankments; the upper 12" (twelve inches) of the subgrade to consist of gravel spread for a width of 20 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. A bituminous macadam surface shall be constructed in accordance with the requirements of sections 31 to 33 inclusive and 35 to 37 inclusive of the standard specifications of the Department of Public Works; said surface to be 20 feet in width and 6 inches in depth. At stations 89+80, 92+80, 96, 98+50, 104+75 and 108+50, 12-inch coated corrugated metal pipe culverts, each 40 feet in length, with 2 standard concrete ends, shall be constructed as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND FIVE HUNDRED FIFTY DOLLARS (\$2,550.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Granville to West Granville and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at point of completion of 1934, which is station 128, and extend in a westerly direction to a point about 2000' from point of beginning.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of June 1935.

Selectmen { Porter T. Frisbie  
of { Chas. E. Barnes  
Granville { Joseph L. Dickinson

The foregoing petition was entered on the 18th day of June 1935, and due proceedings having been had thereon, on the 17th day of July 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 17, 1935

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Main Road, the work to begin at point of completion of 1934, station 128, and extend westerly to a point about 2000' from point of beginning, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville, and being known as Main Road, to grade, surface with bituminous macadam and otherwise improve about 1,400 feet, the work to begin at the end of the section of said road improved in 1934, station 128, and extend westerly to station 142; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND FIVE HUNDRED FIFTY DOLLARS (\$2,550.) towards the repairing of this highway.

Granville, Selectmen of the Town of Petre, for relocation, alterations and specific repairs on Main Road, the work to begin at point of completion of 1934, station 128, and extend westerly to a point about 2000' from point of beginning and for aid.



All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello )  
                          :County  
Charles W. Bray    ):Commissioners  
                          :of the County  
Maurice G. Donahue ):of Hampden.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on New Boston Road, the work to begin at station 158 and extend in a westerly direction to station 218, a distance of 6000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Tolland Center to New Boston and known as the New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 158 and extend in a westerly direction to station 218 which is a distance of 6000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June, 1935.

Kenneth F. Hale

Lyman C. Clark

Franklin E. Waugh

Selectmen of the Town of Tolland.

The foregoing petition was entered on the 18th day of June 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road, the work to begin at station 158 and extend in a westerly direction to station 218, a distance of 6000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Tolland, leading to New Boston, and being known as New Boston Road, to grade, surface with stone retread and gravel and otherwise improve about 6,300 feet, the work to begin at the end of the section of said road improved in 1934, station 158, and extend westerly to station 221. The road shall be graded to a width of 28 feet in cuts and 28 feet on embankments; the upper 12 inches of the sub-grade between stations



209+50 and 221 to consist of bank-run gravel spread for a width of 18 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. Between stations 158 and 208, a stone retread surface shall be constructed in accordance with the requirements of Addendum I attached to agreement of the Department of Public Works-Division of Highways, said surface to be 18 feet in width and 2 inches in depth. Between stations 208 and 221, a gravel surface shall be constructed in accordance with the requirements of the standard specifications of the Department of Public Works. The surface between stations 208 and 209+50 shall be 18 feet in width and of variable depth; the surface between stations 209+50 and 221 shall be 18 feet in width and 4 inches in depth.

A drainage system, consisting of outlets aggregating 48 feet of 18-inch corrugated iron pipe, and 12 feet of 12-inch corrugated iron pipe (including the extension of existing culverts), shall be constructed where and as directed by the Engineer.

The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed TWO THOUSAND FIVE HUNDRED FIFTY DOLLARS (\$2,550.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

Thos. J. Costello )  
                               ) County  
 Charles W. Bray     ) Commissioners  
                               ) of the County  
 Maurice G. Donahue ) of Hampden.

#### TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Russell to Blandford and known as Pine Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at the end of the 1934 layout which is station 9+50 and extend in a westerly direction towards said Blandford line as far as appropriation will cover, a distance of 650 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 13th day of June, 1935.

A. H. Moltenbrey  
 E. D. Parks

Russell, Selectmen of the Town, of, Petrs. for specific repairs on Pine Hill Road, the work to begin at end of 1934 layout, station 9+50 and extend in a westerly direction towards Blandford line as far as appropriation will cover, a distance of 650 feet more or less, and for aid.



The foregoing petition was entered on the 18th day of June 1935, and due proceedings having been had thereon, on the 17th day of July 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 17, 1935

On the petition of the Selectmen of the Town of Russell for specific repairs on Pine Hill Road, the work to begin at end of 1934 layout, station 9+50, and extend in a westerly direction towards Blandford line as far as appropriation will cover, a distance of 650 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Russell, leading to Blandford, and being known as Pine Hill Road, to grade, surface with gravel and otherwise improve about 550 feet, the work to begin at the end of said road improved in 1934, station 9+50, and extend westerly to station 15; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, the work to begin at station 67 and go to station 74, a distance of 700 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity requires that the highway leading from Huntington northerly to Middlefield and known as Chester Hill Road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 67 and go to station 74 which is a distance of 700 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice and hearing may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and the Town of Chester.

Dated this 17th day of June 1935.



Thomas Rose

Leon J. Kelso

John E. Cooney

Selectmen of the Town of Chester

The foregoing petition was entered on the 18th day of June 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935

On the petitions of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at and completed in 1934 (station 301) for a distance to be determined by the State Engineers, and for aid; and for specific repairs on Chester Hill Road, the work to begin at station 67 and go to station 74, a distance of 700 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 47 and No. 59, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of June, A. D. 1935, view said highway and hear all parties interested under petition No. 47, also the said Commissioners did on the tenth day of July, A. D. 1935, hear all parties interested under petition No. 59, and on both petitions did adjudge that specific repairs should be made. At the time of said view and hearings no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road, to grade, surface with stone retread and gravel and otherwise improve about 4,350 feet, the work to begin as follows:

Section 1 - beginning at the end of the section of said road improved in 1934, station 301, and extending northwesterly to station 337 (Petition No. 47)

Section 2 - beginning at the end of the section of said road improved in 1934, station 66+50, and extending northwesterly to station 74 (Petition No. 59)

These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE THOUSAND ONE HUNDRED DOLLARS (\$5,100.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



June Meeting 1935.

East Longmeadow, Selectmen of, Petrs. for alterations and specific repairs on Elm Street, the work to begin at the Springfield line, station 0, and extend in a southerly direction for a distance of 4050 feet more or less, and for aid.

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To the County Commissioners  
County of Hampden

The petition of the Selectmen of East Longmeadow respectfully represents that common convenience and necessity require that the highway leading from East Longmeadow Center to the Springfield line and known locally as Elm Street, be specifically repaired by grading, widening, hardening and otherwise repaired as may be necessary, the work to begin at the Springfield line, station 0, and extend in a southerly direction for a distance of 4050 feet more or less.

Wherefor, your Petitioners pray that your Honorable Board after notice, view and hearing may order such alterations and repairs and specify what they shall be, and that the County of Hampden contribute to the expense of said repairs together with the Commonwealth and the Town of East Longmeadow.

Dated this 13th day of April 1935.

George T. Smith  
Sanford P. Nooney  
Hermon W. King

Selectmen of East Longmeadow

The foregoing petition was entered on the 19th day of June 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935

On the petition of the Selectmen of the Town of East Longmeadow for alterations and specific repairs on Elm Street, the work to begin at the Springfield line, station 0, and extend in a southerly direction for a distance of 4050 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow, leading from East Longmeadow to Sixteen Acres (Springfield), known as Elm Street; the sub-base where required shall consist of gravel as specified; the base course shall consist of broken stone bound with sand as specified and shall have a maximum thickness of three and one half (3-1/2) inches after rolling; the surface course shall consist of bituminous macadam as specified and shall be two and one-half (2-1/2) inches thick after rolling. The bituminous material shall consist of asphalt. The present stone edging shall be removed from its present location and resett in new location as directed. Where directed, concrete guard posts shall be placed as markers at culvert ends or in place of short sections of guard railing. They shall be set five (5) feet apart on centers. The work is to begin at about station 0+00



on Elm Street at the Springfield Line and extending thence on said Elm Street in a general southwesterly direction for a distance of about 4050 feet to about Station 40+50, about 600 feet North of Mapleshade Avenue. These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR THOUSAND TWO HUNDRED FIFTY DOLLARS (\$4,250.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
 Chas. W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

To the County Commissioners  
 County of Hampden

The petition of the Selectmen of East Longmeadow respectfully represents that common convenience and necessity require that the highway leading from East Longmeadow to Wilbraham, especially such portion of the same which is known locally as Mapleshade Avenue shall be specifically repaired and that the work shall begin at the end of the present resurfaced portion of the highway and extend Easterly so far as may be practicable with the funds available.

Wherefor, your Petitioners pray that your Honorable Board after notice, view and hearing may order such repairs and specify the same, and that the County of Hampden may contribute to the expense of said repairs together with the Commonwealth and the Town of East Longmeadow.

Dated this 13th day of April 1935.

George T. Smith  
 Sanford P. Nooney  
 Hermon W. King

Selectmen of East Longmeadow

The foregoing petition was entered on the 19th day of June, 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935.

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Mapleshade Avenue, the work to begin at end of present resurfaced portion and extend easterly so far as may be practicable with the funds available, and for aid.

East Longmeadow,  
 Selectmen of, Petrs.  
 for specific re-  
 pairs on Mapleshade  
 Avenue, the work to  
 begin at end of  
 present resurfaced  
 portion and extend  
 easterly so far as  
 may be practicable  
 with the funds avail-  
 able, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow, leading to Wilbraham, and being known as Mapleshade Avenue, to surface with gravel and tar mixed in place and otherwise improve about 3,200 feet, the work to begin at the junction of Elm Street and Mapleshade Avenue, station 32+00+, and extend easterly to the junction of Mapleshade Avenue and Wilbraham Road, station 0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Montgomery, Selectmen of the Town of, Petrs for relocation, alterations and specific repairs on Main Road, the work to begin at sta. 251+0 to sta. 255+75 extending in a westerly direction and from sta. 260+50 to sta. 273+50, a distance of 1775 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 251+0 to Sta. 255+75 and extend in a westerly direction and from Sta. 260+50 to Sta. 273+50 a distance of 1775 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 18th day of June 1935.

Selectmen { Walter D. Allyn  
of { Myron E. Kelso  
Montgomery { A. J. Hall

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 7th day of August 1935, said Commissioners file the following Final Decree, to wit:



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 7, 1935

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on Main Road, the work to begin at station 251+0 to station 255+75 extending in a westerly direction, and from station 260+50 to station 273+50, a distance of 1775 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Montgomery, leading from Huntington to Westfield, and being known as Main Road, to grade, surface with gravel and otherwise improve about 1,575 feet, the work to be done in two sections: Section 1 - Beginning at the end of the section of said road improved in 1934, station 251, and extending westerly to station 255+75; Section 2 - Beginning at station 260 and extending westerly to station 271; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed TWO THOUSAND FIVE HUNDRED FIFTY DOLLARS (\$2,550.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello )  
Chas. W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from WARE to PALMER and known as Thorndike Street be specifically repaired by installing a curbing on the north side of said Thorndike Street from PINE ST. to CEMENT CURBING at Mrs. E.G.Childs' property, a distance of 1000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of JUNE 1935

Ludwik Marhelewicz  
Harrison W. Thompson  
Daniel J. Dunn  
Selectmen of the Town of Palmer.

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Thorndike Street by installing a curbing on the north side from Pine Street to cement curbing at Mrs. E.G. Childs' property, a distance of 1000 feet more or less, and for aid.



June Meeting 1935

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 25th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 25, 1935

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street by installing a curbing on the north side from Pine Street to cement curbing at Mrs. E.G. Childs' property, a distance of 1000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Palmer, leading from Ware to Palmer Center, being known as Thorndike Street, to construct about 937 feet of granite curbing on the westerly side, the work to begin at the northerly line of Pine Street, station 100+10+, and extend northerly to station 90+10+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. Granite curbing (6" x 18") shall be placed along the westerly side of Thorndike Street, beginning at the northerly line of Pine Street and extending northerly for a distance of 937 feet, and consisting of 897 feet of straight curbing, six pieces of 3-foot curved curbing at intersecting driveways, and 22 feet of curbing with a radius of 14 feet along the northerly side of Pine Street at its intersection with Thorndike Street. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works, and the requirements of Addendum 4-XXXI attached to memorandum of agreement (except that the curbing shall be 6 inches wide on top).

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Palmer.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Ludlow to East Longmeadow and known as Stony Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at Station 152+ and extend in a southerly direction to Springfield Street intersection a distance of 475 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of June 1935

Fred W. Green

George E. Murphy, Jr.

Wm. H. McGuire

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 17th day of July 1935, said Commissioners file the following Final Decree, to wit:

# COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 17, 1935

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Stony Hill Road, the work to begin at station 152+ and extend in a southerly direction to Springfield Street intersection, a distance of 475 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham, leading from Ludlow to East Longmeadow, and being known as Stony Hill Road, to grade, surface with bituminous macadam and otherwise improve about 403 feet, the work to begin at the end of the section of said road improved in 1934, station 152+50, and extend southerly to station 156+53, the junction of Springfield Street; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FIVE HUNDRED TEN DOLLARS (\$510.) towards the repairing of this highway.

Wilbraham, Selectmen of the Town of, Petra. for specific repairs on Stony Hill Road, the work to begin at station 152+ and extend in a southerly direction to Springfield St., intersection, a distance of 475 feet more or less, and for aid.



June Meeting 1935

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
County  
Charles W. Bray ) Commissioners  
of the County  
Maurice G. Donahue ) of Hampden.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Glendale Road, the work to begin at station No. 1 North Main Street and extend in an easterly direction to station No. 19 Glendale Road, a distance of 1900 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Wilbraham to Hampden and known as Glendale Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at Station No. 1 North Main Street and extend in an Easterly direction to Station No. 19 Glendale Road a distance of 1900 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighteenth day of June 1935

Fred W. Green

George E. Murphy, Jr.

Wm. H. McGuire

Selectmen of the Town of  
Wilbraham

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 17th day of July 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 17, 1935

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Glendale Road, the work to begin at station No. 1, North Main Street, and extend in an easterly direction to station No. 19, Glendale Road, a distance of 1900 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham, leading from North Wilbraham to Monson, and being known as Glendale Road, to grade, surface with bituminous macadam and otherwise improve about 1,450 feet, the work to begin at the junction of North Main Street, station 3+50, and extend easterly to station 18; these repairs



to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
                               :County  
 Charles W. Bray     )Commissioners  
                               :of the County  
 Maurice G. Donahue )of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Main St. Agawam to Conn. State Line and known as Suffield St. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Termination of 1934 Chap. 90 Road Const. and extend in a Southerly direction for a distance of 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of June 1935.

John L. Burke        )Selectmen  
                               :of  
 Clarence A. Duclos    )Agawam  
                               :  
 Herman A. Cordes     )

The foregoing petition was entered on the 22nd day of June 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:       County Commissioners' Meeting       August 28, 1935

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Suffield Street, the work to begin at termination of 1934 Chapter 90 Road Construction and extend in a southerly direction for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Suffield Street, the work to begin at termination of 1934 Chap. 90 Road Const. and extend in a southerly direction for a distance of 2500 feet more or less, and for aid.



specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Agawam, leading to Suffield, Connecticut, and being known as Suffield Street, to grade, surface with bituminous macadam and otherwise improve about 2,750 feet, the work to begin at a point about 850 feet south of Cooper Street, station 48+50 and extend southerly to station 76; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$2,125.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on South St-Shoemaker Lane, the work to begin at Main Street Agawam and extend in a Westerly direction for a distance of 8,800 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from So. Westfield St. to Main St. Agawam and known as South St.-Shoemaker Lane be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Main St. Agawam and extend in a Westerly direction for a distance of 8,800 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of June 1935.

John L. Burke } Selectmen  
Clarence A. Duclos } of  
Herman A. Cordes } Agawam

The foregoing petition was entered on the 22nd day of June 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1935

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on South Street-Shoemaker Lane, the work to begin at Main Street, Agawam, and extend in a westerly direction for a distance of 8,800 feet more or less, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on roads in Agawam, leading to Feeding Hills, and being known as South Street and Shoemaker Lane, to grade, treat with bituminous material and otherwise improve about 6,000 feet, the work to begin at the junction with the State highway (Route #5), station 0, and extend westerly to station 60 (sta 0+0 to sta 52+0+ = South Street and sta 52+0+ to end of work = Shoemaker Lane). The road shall be graded to a width of 26 feet in cuts and 30 feet on embankments; the subgrade between stations 52 and 60 to consist of gravel spread for variable widths and depths to widen present gravel roadway to 20 feet. Outside the roadway the slopes shall be extended as directed by the Engineer. Between stations 0 and 52, the present gravel road shall be scarified and reshaped as directed by the Engineer. This and all other work required to be done shall be in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the county of Hampden shall pay to the Town of Agawam a sum not to exceed SIX HUNDRED THIRTY-SEVEN DOLLARS AND FIFTY CENTS (\$637.50) towards the repairing of said roads.

All damages sustained by any person by reason of said repairs on said roads, shall be paid by the Town of Agawam.

Thos. J. Costello )  
                                   :County  
 Charles W. Bray    )Commissioners  
                                   :of the County  
 Maurice G. Donahue )of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that a section of North Road, so-called, be specifically repaired by grading and macadamizing and otherwise improved as may be necessary, the work to begin at the road leading from Westfield to Southampton (Route #10, College Highway) and extending easterly about 5600 feet to the hard surfaced road leading from Westfield to Holyoke, called Apremont Way.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty fourth day of June 1935.

Raymond H. Cowing  
 Mayor of the City of Westfield.

Westfield, Mayor of the City of, Petr. for specific repairs on a section of North Road, the work to begin at road leading from Westfield to Southampton (Route #10, College Highway) and extend easterly about 5600 feet to the hard surfaced road leading from Westfield to Holyoke, called Apremont Way, and for aid.



June Meeting 1935

CITY VOTE

CITY OF WESTFIELD, MASSACHUSETTS

June 25, 1935.

Oren E. Parks,  
Supt., Public Works Dept.,  
Westfield, Mass.

Dear Mr. Parks:-

The following vote was passed unanimously by the City Council on recommendation by the Mayor June 20:  
VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improved work on the North Road from Route #10, sometimes called College Highway, easterly about 5600 ft. to the hard surfaced road leading from Westfield to Holyoke, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

A true copy, Attest:

Seal

J. Chambers Dewey  
City Clerk

The foregoing petition was entered on the 25th day of June 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1935

On the petition of the Mayor of the City of Westfield for specific repairs on a section of North Road, the work to begin at road leading from Westfield to Southampton (Route #10, College Highway) and extend easterly about 5600 feet to the hard surfaced road leading from Westfield to Holyoke, called Apremont Way, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield, leading to Holyoke, and being known as North Road, to grade, surface with bituminous macadam and otherwise improve about 5,000 feet, the work to begin at the junction of College Highway (Route #10), station 0, and extend easterly to station 50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$2,125.00) towards the repairing of this highway.



June Meeting 1935

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Southampton, Route #10, College Highway, be specifically repaired and otherwise improved as may be necessary, work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this twenty-fourth day of June 1935.

Raymond H. Coving  
 Mayor of the City of Westfield.

#### CITY VOTE

CITY OF WESTFIELD, MASSACHUSETTS

June 25, 1935

Oren E. Parks,  
 Supt., of Public Works Dept.,  
 Westfield, Mass.

Dear Mr. Parks:-

The following vote was passed unanimously by the City Council on recommendation by the Mayor June 20, 1935:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the madacam surface, constructed about 1921, on Route #10 College Highway within the City of Westfield, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

A true copy, Attest:

J. Chambers Dewey  
 City Clerk

Seal

The foregoing petition was entered on the 25th day of June 1935, and due proceedings having been had thereon, on the 17th day of July 1935, said Commissioners file the following Final Decree, to wit:

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 17, 1935

On the petition of the Mayor of the City of Westfield for specific repairs on highway leading from Westfield to Southampton, Route #10, College Highway, beginning at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.

Westfield, Mayor of the City of, Petr. for specific repairs on highway leading from Westfield to Southampton, Route #10, College Highway beginning at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on College Highway, Route #10, in Westfield, to repair, treat with bituminous material and otherwise improve about 18,555 feet, the work to begin at the South-ampton line, station 0, and extend southerly to the bridge over the N. Y., N. H. & H. R. R., station 185+55; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed EIGHT HUNDRED FIFTY DOLLARS (\$850.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Miller Street, the work to begin at Station 80+ and extend in a northerly direction to Belchertown Rd which is a distance of 3000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow in said County, that common convenience and necessity require that the highway leading from WILBRAHAM to LUDLOW and known as MILLER STREET be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 80+ and extend in a Northerly direction to BELCHERTOWN ROAD which is a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of June 1935.

Selectmen { John J. Whitehouse  
 of { Raymond L. Warren  
 Ludlow { Alexander J. Butters

The foregoing petition was entered on the 29th day of June 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1935

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Miller Street, the work to begin at Station 80+ and extend in a northerly direction to Belchertown Road, which is a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82, Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-eighth day of August, 1935, at two P. M. at which time certain persons who had objected at the hearing of August eighth were present and were heard. Said hearing having been had, the Commissioners did adjudge that common convenience and necessity required that said highway should be specifically repaired, and do now order the following repairs made on road in Ludlow, leading to North Wilbraham, and being known as Miller Street, to grade, surface with bituminous macadam and otherwise improve about 1,750 feet, the work to begin at the end of the section of said road improved in 1934, station 80+50, and extend northwesterly to station 98; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

## TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Mayor and Board of Aldermen of the City of Holyoke in said County, that common convenience and necessity require that the highway leading from Cherry Street to Easthampton Road in Holyoke and known as Jarvis Avenue be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at Station 95 and extend in a southerly direction to Station 112+55.12 which is also station 117+30.90, thence to Station 118+75, which is a distance of 1899.22 feet more or less.

Holyoke, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on Jarvis Avenue, the work to begin at station 95 and extend in a southerly direction to station 112+55.12 which is also station 117+30.90, thence to station 118+75, which is a distance of 1899.22 feet more or less, and for aid.



June Meeting 1935

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 1st day of July 1935

CITY OF HOLYOKE

By Henry J. Toepfert  
Mayor

THE CITY OF HOLYOKE  
BOARD OF ALDERMEN

John F. Bell, Jr.  
Oscar DeRoy  
Jeremiah J. Hurley  
Frederick Childs  
E. C. Tucker  
David A. Whalen  
Sidney E. Whiting, Jr.  
Roland F. Peltier  
Louis H. Prevost  
Frank O'Connell

John D. Ryan, Jr.  
Edgar M. Osgood  
Thomas F. McLean  
John L. L'Neill  
Milton F. Ryan  
Joseph F. Griffin  
Gerald R. Sabourin  
John Weryniski  
Theodore P. Moynahan  
Margaret A. Green  
Howard C. Dibble

The foregoing petition was entered on the 3rd day of July 1935, and due proceedings having been had thereon, on the 21st day of August 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 21, 1935

On the petition of the Mayor and Board of Aldermen of the City of Holyoke, Petrs. for specific repairs on Jarvis Avenue, the work to begin at station 95 and extend in a southerly direction to station 112+55.12 which is also station 117+30.90, thence to station 118+75, which is a distance of 1899.22 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirty-first day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Holyoke, leading from Cherry Street to Easthampton Road, and being known as Jarvis Avenue (Cutoff), to grade, surface with bituminous macadam and otherwise improve about 1,900 feet, the work to begin at the northerly end of the section of said road improved in 1934, station 95, and extend southerly to station 112+55.12 = 117+30.90, thence to station 118+75; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Holyoke a sum not to exceed ONE THOUSAND FOUR HUNDRED EIGHTY-SEVEN DOLLARS AND FIFTY CENTS (\$1,487.50) towards the repairing of this highway.



All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Holyoke.

Thos. J. Costello )County  
 Charles W. Bray )Commissioners  
 Francis M. O'Keefe )of the County  
 )of Hampden.  
 )Assoc. Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Rd be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 105+50 and extend in a North Eastly direction, to station 125 a distance of 1950 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Thirteenth day of June 1935

Dawes S. Perry

Randolph D. Shaw

Albert F. Premo

Selectmen of the Town of Wales

The foregoing petition was entered on the 16th day of July 1935, and due proceedings having been had thereon, on the 27th day of September 1935, said Commissioners file the following Relocation Report, to wit:

# COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 26, 1935

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at station 105+50 and extend northeasterly to station 125, a distance of 1950 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Monson Road, so called, and begins at the northerly end of the location laid out by the County Commissioners in 1934, extending thence in an easterly direction about one-fourth of a mile as hereinafter described.

Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Road, the work to begin at station 105+50 and extend northeasterly to station 125, a distance of 1950 feet more or less, and for aid.

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Plan in Book 10,  
Page 79.



The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in April, 1934, and begins at a point on the base line of the aforesaid 1934 layout shown on plan as station 113+57.61 and extends thence northeasterly and easterly by a curve of 500 feet radius for a distance of 540.26 feet, thence south 79° 19' 10" east 602.13 feet to a point at the end of the layout shown on plan as station 125+00.

The northerly location line begins at a point on the southerly side of the Monson Road marking the northerly end of the westerly location line of the aforesaid 1934 layout, said point bearing North 31° 59' 12" West and being 98.20 feet distant from the point of beginning of the above described base line shown on plan as station 113+57.61 and extends thence, crossing said road, North 13° 52' 21" West 50.00 feet to a point on the northerly side thereof bearing North 25° 53' 50" West and 146.55 feet distant from the said station 113+57.61, thence following along said northerly side of Monson Road, North 76° 07' 39" East 38.01 feet to a point bearing North 10° 53' 12" West and 143.53 feet distant from the aforesaid station 113+57.61, thence North 81° 16' 46" East 151.62 feet to a point bearing North 29° 14' 31" West and 46.71 feet distant from station 115+49.48, thence by a curve to the left of 500 feet radius for a distance of 93.58 feet to a point bearing North 19° 26' 38" West and 30 feet distant from station 116+34.98, thence parallel to the above described base line and 30 feet distant therefrom to a point at the end of the layout bearing North 10° 40' 50" East and 30 feet distant from the point of ending of the aforesaid base line shown on plan as station 125+00.

The southerly location line begins at a point marking the northerly end of the easterly location line of the aforesaid 1934 layout bearing South 34° 54' 44" East and 30 feet distant from station 115+00 of the above described base line and extends thence parallel to said base line and 30 feet distant therefrom to a point at the end of the layout bearing South 10° 40' 50" West and 30 feet distant from the point of ending of said base line shown on plan as station 125+00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County.

PARCEL NO. 1. A parcel of land supposed to be owned by FRED G. CONVERSE, located on the northerly side of Monson Road, so called, between stations 114+15+ and 115+52+ bounded as follows: northerly by the northerly location of the 1935 County Layout for about 181 feet, and southerly by the front property line, as defined for the most part by a stone wall, for about 182 feet, containing about 1260 square feet.



PARCEL NO. 2. A parcel of land supposed to be owned by RANDOLPH D. SHAW, located on the southerly side of Monson Road, so called, between stations 115+0 and 118+56 $\frac{1}{2}$  bounded as follows: southerly by the southerly location line of the 1935 County Layout for about 333 feet; and northerly by the front property line, as defined by the remains of a stone wall, for about 370 feet; containing about 9500 square feet.

PARCEL NO. 3. A parcel of land supposed to be owned by HARRY DUNHAM, located northerly of Monson Road, so called, comprising a cut-off or new location for said road and lying between stations 118+14 $\frac{1}{2}$  and 125+0 bounded as follows: northerly by the northerly location line of the 1935 County Layout for about 692 feet; easterly by the line defining the easterly end of said layout for about 18 feet; southeasterly by the northwesterly side of said road, as defined by a fence, for about 148 feet; southerly by the southerly location line of said 1935 layout for about 413 feet; and southwesterly by the northeasterly side of said Monson Road, as defined by a fence for about 147 feet; containing about 33,800 square feet.

The layout or relocation and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of Wales - Hampden County - Laid Out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-

TO:

Fred G. Converse. . . . .	\$1.00
Randolph D. Shaw. . . . .	1.00
Harry Dunham. . . . .	1.00

The work to be done is as follows: to grade and otherwise improve about 1,950 feet of road, and surface with gravel and tar mixed in place about 1,300 feet of road in Wales, leading to Monson, and being known as Monson Road, the work to begin at the end of the section of said road improved in 1934, station 105+50, and extend northerly to station 125. The road shall be graded to a width of 23 feet in cuts and 23-28 feet on embankments; the sub-grade between stations 105+50 and 118+50 to consist of gravel spread for a width of 20 feet and to a depth of 12 inches. Outside the graded roadway the slopes shall be



extended as directed by the Engineer. Between stations 105+50 and 118+50, a surface consisting of gravel and tar mixed in place shall be constructed in accordance with the requirements of Addendum I attached to agreement of the Department of Public Works-Division of Highways, except that the rates of application of tar may be changed as directed by the Engineer; said surface to be 20 feet in width and 2 inches in depth. A drainage system, consisting of 1 drop inlet and outlets aggregating 103 feet of 12-inch coated corrugated metal pipe, shall be constructed where and as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

This and all other work to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

# COUNTY COMMISSIONERS' MEETING

Hampden, ss:

September 27, 1935

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, the work to begin at Monson line and extend easterly and north-easterly to station 105+, a distance of 10,500 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Rd be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at Monson line and extend in an Eastly and North Eastly direction to Station 105+ a distance of 10,500 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Thirteenth day of June 1935

Dawes S. Perry

Randolph D. Shaw

Albert F. Premo



June Meeting 1935

The foregoing petition was entered on the 16th day of July 1935, and due proceedings having been had thereon, on the 28th day of August 1935, said Commissioners file the following Final Decree, to wit:

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 28, 1935

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at Monson line and extend easterly and northeasterly to station 105+, a distance of 10,500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wales, leading from Monson Town Line, and being known as Monson Road, to repair, treat with bituminous material and otherwise improve about 10,550 feet; the work to begin at the Monson Town Line, at station 0, and extend in an easterly direction to station 105+50+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED FIFTY-FIVE DOLLARS (\$255.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

## TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as King's Highway in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the intersection of Elm Street with King's Highway and extending in a westerly direction on said King's Highway, a distance of twenty-seven hundred (2700) feet more or less to the intersection of King's Highway with Boulevard

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on King's Highway, the work to begin at the intersection of Elm Street with King's Highway and extending in a westerly direction on said King's Highway a distance of 2700 feet more or less to the intersection of King's Highway with Boulevard, and for aid.



Dated this ninth day of July, 1935.

Henry S. Johnston

Frank T. Raleigh

James R. Dearden

Selectmen of West Springfield

The foregoing petition was entered on the 17th day of July 1935, and due proceedings having been had thereon, on the 25th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 25, 1935

On the petition of the Selectmen of the Town of West Springfield for specific repairs on King's Highway, the work to begin at the intersection of Elm Street with King's Highway and extending in a westerly direction on said King's Highway a distance of 2700 feet more or less to the intersection of King's Highway with Boulevard, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on King's Highway in West Springfield; the sub-base where required shall consist of gravel as specified; the base course shall consist of broken stone bound with sand as specified; the base course shall have a thickness of three and one half (3-1/2) inches after rolling. The surface course shall consist of broken stone and bituminous material as specified. The surface course shall have a thickness of two and one half (2-1/2) inches after rolling. The item for ledge excavation shall include the removal and satisfactory disposal of concrete aprons where shown on plans or where directed by the Engineer. Curbing shall be as specified in Addendum 4-XXXI Granite Vertical Curbing Type A dated, June 1, 1935. Curved curbing shall be cut to the required radius as shown on plans or as directed. Ninety degree (90°) granite curb corners shall be furnished and placed as required on the plans and as directed. The curb corners shall be cut to a radius of two (2) feet with straight backs. The stones shall conform to Addendum 4-XXXI and shall match the adjacent curbing.

Sodding. Where directed the surface of slopes, shoulders and grass plots as shown on the plans shall be covered with grass sod placed on a layer of loam. The combined thickness of the sod and loam when laid shall be not less than six (6) inches. Grass sod shall be firm and of satisfactory quality. Loam shall conform to specifications. After being put in place, the sod shall be watered and settled in place by ramming on a board placed over them or by rolling with a lawn roller. The sods shall be watered again each day in the early morning or late afternoon of the three succeeding weeks. Any spaces left between the



sods shall be filled with loam and sprinkled with grass seed. Where the surface of the ground slopes steeper than one (1) foot in three (3), the sods shall be held securely in place by suitable wooden pins driven into the ground not further than four (4) feet apart.

This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about station 181+39.5 on the King's Highway, at the intersection of the King's Highway and Piper Road, and extending thence along said King's Highway in a general easterly direction for a distance of about 2749 feet to about station 208+88.6 at the intersection of the King's Highway and Elm Street.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed THREE THOUSAND EIGHT HUNDRED TWENTY-FIVE DOLLARS (\$3,825.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Thos. J. Costello )  
Chas. W. Bray )County  
Maurice G. Donahue )Commissioners  
                                  )of the County  
                                  )of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Westfield Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Westfield and Boulevard Streets and extending in an easterly direction on said Westfield Street, a distance of two thousand (2,000) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixteenth day of July, 1935.

Henry S. Johnston  
Frank T. Raleigh  
James R. Dearden  
Selectmen of West Springfield

The foregoing petition was entered on the 17th day of July 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

West Springfield,  
Selectmen of the Town  
of, Petrs. for spe-  
cific repairs on  
Westfield Street, the  
work to begin at  
Westfield and Boule-  
vard Streets and ex-  
tending in an east-  
erly direction on  
said Westfield Street  
a distance of 2,000  
feet more or less,  
and for aid.



June Meeting 1935

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Westfield Street, the work to begin at Westfield and Boulevard Streets and extending in an easterly direction on said Westfield Street a distance of 2,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Westfield Street in West Springfield; the sub-base shall consist of gravel borrow six (6) inches in depth and shall conform to specifications; the surfacing shall consist of reinforced cement concrete eight (8) inches in thickness and shall conform to specifications, - the concrete surface shall be connected to the existing concrete surfacing by means of dowels consisting of three-fourths ( $3/4$ ) inch deformed steel bars placed five (5) feet on centers. Steel dowels of standard size and spacing shall be placed in the Southerly edge of the proposed surface and shall be bent back against the surface and left in such condition that they may be straightened and used for future widening. All dowels shall conform to the requirements of the A.S.T.M. for Billet Steel Concrete Reinforcing Bars, Serial Designation A 15-30 (Intermediate Grade). A bituminous macadam shoulder six (6) inches in depth shall be constructed between the proposed concrete surface and the northerly rail of the present car track. The shoulder shall be constructed in two courses. The base course shall be composed of three and one half ( $3-1/2$ ) inches of broken stone bound with sand or stone dust. The top course shall consist of two and one half ( $2-1/2$ ) inches of broken stone treated with three applications of asphalt emulsion. The first treatment shall consist of one and one fourth ( $1-1/4$ ) gallons per square yard, the second of three fourths ( $3/4$ ) gallons per square yard and the third of three eights ( $3/8$ ) gallons per square yard. The stone for the base course shall conform to the requirements. The stone for the top course shall conform to the requirements. Asphalt emulsion shall conform to the requirements. Sand or stone dust shall conform to the requirements. The shoulder shall be constructed in a manner satisfactory to the Engineer.

Roadway Earth Excavation. - This item shall include the removal and satisfactory disposal of any ties not removed by the Street Railway Company or its agents. It shall also include the cutting off and disposal of such portion of the ties of the remaining street railway tracks as may be necessary in order to set the forms for the proposed concrete surfacing.



The work is to begin at station 186+19 on Westfield Street at the intersection of Boulevard Street and extending thence on said Westfield Street in a general easterly direction for a distance of about 1851 feet to about Station 204+70.

This and all other work required to be done shall be in accordance with the specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Warren and known as the Warren road, be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the Brimfield-Warren line and extend southerly a distance of 3 miles, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and town.

Dated this 17th day of June, 1935.

Everett D. Landen  
 Edward J. Killian  
 Selectmen of Brimfield

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on the Warren Road, the work to begin at the Brimfield-Warren line and extend southerly a distance of 3 miles more or less, and for aid.

The foregoing petition was entered on the 17th day of July 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petition of the Selectmen of the Town of Brimfield for specific repairs on the Warren Road, the work to begin at the Brimfield-Warren line and extend southerly a distance of 3 miles more or less, and for aid; also for specific repairs on the Holland Road, the work to begin at the Brimfield-Holland Line and extend northerly a distance of 2.50 miles more or less, and for aid.



This decree covers the above two petitions and is filed in each case. The petitions are No. 83 and No. 84, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield, leading to adjoining towns, and being known as Warren and Holland Roads, to repair, treat with bituminous material and otherwise improve about 27,082 feet, the work to be done in two sections:

Warren Road - 16,082 feet, beginning at the Warren line, station 0, and extending southerly to station 160+82

Holland Road - 11,000 feet, beginning at the Holland line, station 0, and extending northerly to station 110

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on the Holland Road, the work to begin at the Brimfield-Holland line and extend northerly a distance of 2.50 miles more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Holland and known as the Holland road be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the Brimfield-Holland line and extend northerly a distance of 2.50 miles, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and town.

Dated this 17th day of June, 1935.

Everett D. Landen  
Edward J. Killien  
Selectmen of Brimfield



The foregoing petition was entered on the 17th day of July 1935, and due proceedings having been had thereon, on the 11th day of September 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 11, 1935

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on the Warren Road, the work to begin at the Brimfield-Warren line and extend southerly a distance of 3 miles more or less, and for aid; also for specific repairs on the Holland Road, the work to begin at the Brimfield-Holland line and extend northerly a distance of 2.50 miles more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 83 and No. 84, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Brimfield, leading to adjoining towns, and being known as Warren and Holland Roads, to repair, treat with bituminous material and otherwise improve about 27,082 feet, the work to be done in two sections:

Warren Road - 16,082 feet, beginning at the Warren line, station 0, and extending southerly to station 160+82

Holland Road - 11,000 feet, beginning at the Holland line, station 0, and extending northerly to station 110

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

June 25, 1935

Ordered, County Treasurer authorized and directed to pay sum of \$72.12 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 67 - 1934.

Order



June Meeting 1935 <u>Voted to Award Coal Contracts</u>	June 26, 1935	Voted, to award contract for furnishing the Jail and House of Correction with bituminous coal to the CONVERSE-CARLISLE COAL COMPANY, about 250 tons more or less.
		Voted, to award contract for furnishing the Jail and House of Correction with bituminous coal to the HOUSEHOLD FUEL CORPORATION, about 300 tons more or less.
		Voted, to award contract for furnishing the Jail and House of Correction with bituminous coal to the SANDMAN COAL COMPANY, about 250 tons more or less.
		Voted, to award contract for furnishing the Hampden County Training School with bituminous and anthracite coal, and the Hampden County Jail with anthracite coal, to the T. J. SULLIVAN COAL COMPANY.
<u>Voted to Award Notes</u>	July 3, 1935	Voted, to award County of Hampden notes numbered 536 to 555 inclusive, dated July 3, 1935, due November 7, 1935, aggregating \$300,000.00 to THE SECOND NATIONAL BANK OF BOSTON at .20 percent discount, plus one dollar.
<u>Salary Adjustment</u>		Voted, to correct salary adjustment of Marie Healey, Junior Clerk, in Clerk of Courts' Office.
<u>Orders</u>	July 17, 1935	Ordered, County Treasurer authorized and directed to pay \$631.91 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 63 - 1933.
		Ordered, County Treasurer authorized and directed to pay \$100.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. Case No. 48 - 1934.
<u>Voted to Increase Salaries</u>	July 24, 1935	Voted, to increase salaries of certain guards and matron at the Hampden County Jail to minimum.
<u>Orders</u>		Ordered, County Treasurer authorized and directed to pay sum of \$682.14 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Rd. Case No. 67-1934.
		Ordered, that the sum of \$365.55 which is balance of County's proportion of cost of work done on bridge over Quinnibaug River be paid from County Treasury to Town of Holland. Case No. 74 - 1934.
		Ordered, that the sum of \$780.00 which is balance of County's proportion of cost of work done on Wales Road be paid from County Treasury to Town of Monson. Case No. 48 - 1934.
<u>Voted to Increase Salaries</u>	August 7, 1935	Voted, to increase salaries of certain clerks in the Hampden County Registry of Deeds.
<u>Order</u>		Ordered, County Treasurer authorized and directed to pay \$671.19 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.
<u>Voted to Increase Salary</u>	August 14, 1935	Voted to increase salary of Mrs. Agnes M. Tierney, Telephone Operator in the District Court of Springfield.



June Meeting 1935

Orders

August 14, 1935

Ordered, County Treasurer authorized and directed to pay sum of \$167.96 to City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Southwick for work done on bridge on Granville Road. Case No. 78-1934.

August 31, 1935

Ordered, County Treasurer authorized and directed to pay \$1,057.83 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 67-1934.

Ordered, County Treasurer authorized and directed to pay \$514.20 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts \$663.50 in accordance with Sec. 50 of Ch. 35 G. L. inserted by Ch. 400 Acts of 1930, which is for expenses of County Personnel Board for the year 1934.

Expenses of  
County  
Personnel Board.

August 28, 1935

Ordered, County Treasurer authorized and directed to pay \$107.82 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street. Case No. 68-1933.

Orders

Ordered, County Treasurer authorized and directed to pay \$346.35 to the Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street.

Ordered, County Treasurer authorized and directed to pay \$1,287.00 to City of Holyoke on acct. of County's proportion of cost of work done on Jarvis Avenue. (Cutoff).

August 29, 1935

Voted, to appoint Mr. J. B. Weis of Holyoke, a member of the Board of Trustees for County Aid to Agriculture to fill the unexpired term of Dwight K. Bartlett, Jr., resigned. Term of office will expire March 31, 1938.

Mr. J.B. Weis  
Trustee

September 11, 1935

Voted, to re-adjust salaries of certain employees under Trustees for County Aid to Agriculture.

Voted to  
Re-adjust Salaries

Damages Done  
By Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

September 26, 1935

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

CLERK



Oct. Meeting 1935

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the first day of said month, and from time to time to the twenty-third day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Five.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Board of Water Commissioners, City of Springfield, Petrs. for approval of plans and specifications of the proposed Cobble Mountain Reservoir and Dam in Blandford, Russell and Granville, Mass.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In accordance with Chapter 253 Section 44 of the General Laws of Massachusetts, we submit herewith plans and a draft of specifications of the proposed Cobble Mountain Reservoir and Dam in Blandford, Russell, and Granville, Mass.

The reservoir is to be the principal storage on the Little River Water Supply of the City of Springfield. These plans cover the completion of the project, the preliminary stages of which were duly approved by your Board under date of July 27, 1927. The plans submitted are serially numbered and entitled:-

- 5903 - Sheet #1 - General Plan of Cobble Mt. Reservoir
- 5904 - Sheet #2 - Map showing Cobble Mt. Test Pits
- 5905 - Sheet #3 - Contour Plan
- 5906 - Sheet #4 - Dam - Plan and Sections
- 5907 - Sheet #5 - Dam - Sections
- 5908 - Sheet #6 - Dam - Miscellaneous Sections
- 5909 - Sheet #7 - Dam - Cut-off Trench and Stripping
- 5910 - Sheet #8 - Dam - Work to be done before sluicing is started
- 5911 - Sheet #9 - Dam - Concrete Wall at Lower Toe
- 5912 - Sheet #10 - Spillway-Plan and Profile
- 5913 - Sheet #11 - Spillway-Plan and Sections
- 5914 - Sheet #12 - Spillway Bridge - Plan and Elevation
- 5915 - Sheet #13 - Spillway Bridge-Sections
- 5916 - Sheet #14 - Closing of Diversion Tunnel - Plan and Sections
- 5920 - Plan showing Supply Works as they will be after works now proposed are completed.

We respectfully request your approval of these plans and specifications.

May 15, 1928.

City of Springfield, Mass.  
Board of Water Commissioners

By Elbert E. Lochridge  
Chief Engineer.

16  
Plans in drawer of  
plan case.

HIGHWAY  
Book # 18  
Page # 1-30



The foregoing petition was entered on the 16th day of May 1928, and due proceedings having been had thereon, the following Specifications were filed on May 16, 1928; Notice of Hearing, May 16, 1928; Report of Engineer was filed on July 5, 1928; Interlocutory Decree was filed on July 18, 1928; Supplementary Report was filed on December 12, 1928; Report from Chas. T. Main, Engineer, May 28, 1931; Report from J. Waldo Smith, Engineer, May 27, 1931; Report from X. Henry Goodnough, Engineer, May 27, 1931; Final Report of Engineer was filed on December 6, 1935; and Final Decree was filed on December 11, 1935, to wit:

#### S P E C I F I C A T I O N S

CONTRACT NO. 11	Approved July 18, 1928
COBBLE MOUNTAIN DAM	In accordance with the report of James L. Tighe, Engineer.
	George S. Cook) County
	John G. Maxfield) Commissioners of the County of Hampden.
	Commissioner Hall dissented.

#### General Description of the Work

(0.07) The work to be done under Contract 11 consists of building a hydraulic fill dam at Cobble Mountain, and a spillway, and of clearing the reservoir to be flooded. Little River has already been diverted from the site of the proposed dam by a tunnel with an estimated capacity of 4,000 cubic feet per second, which will carry all except extreme floods. This tunnel will remain open during the construction of the dam, but after the spillway is completed and the dam has reached a level above the spillway, the Contractor is to close this diversion tunnel by a permanent water-tight plug of concrete, leaving, however, certain passages and gates for the control of water.

(0.08) It is about eight miles from the railroad station of the Boston & Albany Railroad at Woronoco to the site of the dam, of which five miles are over the State road running toward Blandford, and three miles over road recently built by the City to reach this work.

#### Construction Camp

(0.09) A site for a construction camp is available on the east side of the new road north of the shaft of the diversion tunnel where the Contractor for the diversion tunnel has located his camp and, extending northward as far as may be necessary.

#### EARTH EXCAVATION

##### Item 1.

#### Work Included

(1.01) Under Item 1 the Contractor shall excavate -

(1) All material not classed as rock found in the bed of the stream under the center of the dam where the cutoff trench is to go, and so much soil on the slopes before sluicing is started as may be required.

(2) All earth above rock in the spillway.

(3) Any other earth excavation that may be required in the construction of the dam and spillway, except that all earth excava-



tion on the damsite within the limits of hydraulic stripping shall be excavated by sluicing and incorporated in the body of the dam and will be estimated as embankment under Item 6 and not under this item.

Small Seams not included

(1.02) Excavation of all earth above the rock at the spillway shall be classified under this item beginning in the front and going back to a point, if such is found, where the width of the earth to be excavated at any level is less than 10 feet. The Contractor will not be required under this item to excavate any small or narrow layer of soil in the rock which cannot be removed before the rock is excavated, but such remaining soil, if any, will be estimated as rock excavation.

Disposal of Material

(1.03) All material excavated in the bed of the stream of a gravelly nature may be placed in the bottom of the downstream part of the dam and will be paid for under Item 7. Small quantities of soil from the slopes of the gorge, excavated before sluicing, may be deposited within the limits of the dam near the bottom at the upstream side and will be paid for under Item 6. Excavation in the spillway may be transported to the dam, after sluicing is started, and may be sluiced into the body of the dam, and will then be paid for under Item 6, or otherwise it shall be deposited in spoil banks at locations satisfactory to the Engineer and far enough away from the work to be of no obstruction to flowing water and in no danger of being washed into the stream or spillway by any condition of flow. If spoil banks are made for disposal of materials from the spillway excavation, they shall be arranged to widen the road, but such material need not be transported farther than 400 feet nor to a point more than 30 feet higher than that at which it was excavated.

Measurement

(1.04) Excavation shall be measured in place, and the quantity paid for shall be that actually excavated within the limits prescribed.

Side Slopes

(1.05) Side slopes will be laid out by the Engineer that are intended to be permanent; and any slips in such slopes after excavation is made shall be cleared up by the Contractor is required and all material so removed will be estimated under this item.

Auxiliary Excavation Not Estimated

(1.06) All material excavated as borrow pits to furnish material under Items 6 and 7, and overlying material removed to clear the same and make it available, and excavation of soil by sluicing from the sides of the gorge going into the dam at one operation, and all excavation made for the Contractor's purposes and not directly contributing to the work required under this contract is not to be estimated under this item.

Compensation

(1.07) Compensation for excavation shall be the price per cubic yard bid therefore and is to be applied to all excavation as above defined.



## ROCK EXCAVATION IN DAM AND SPILLWAY

Items 2 and 3.

Kind of work

(2.01) Under these items the Contractor shall excavate all rock for the spillway, for the bridge abutments, for the concrete wall at the lower toe of the dam, and for the cutoff walls at the center of the dam, and at any other places if required, during the course of the work.

Lines

(2.02) The excavation for the main cutoff trench shall be cut as nearly as may be to the required dimensions and shall be left with the rock very rough, and actual yardage will be paid for.

(2.03) In excavation for the spillway fairly close lines will be required. No projections beyond the lines shown will be permitted and an allowance of eight (8) inches for agreed overbreakage on all such surfaces will be made.

Care in Blasting

(2.04) The main excavation may be made with charges of explosives of ordinary size, but final excavation shall be conducted with smaller charges and with the rock cut as nearly as possible to dimension. In excavating for bridge piers and all other concrete foundations the excavation, toward the end, shall proceed with the use of moderate or small charges of explosive, and every effort shall be made to avoid loosening the rock that is to be built upon. After the final shooting all loose rock shall be carefully removed and the remaining rock shall be subject to examination, and if not satisfactory, additional excavation may be ordered to secure a bottom or foundation of the proper degree of solidity.

Pumping and Draining

(2.05) Where concrete is to be laid in rock trench the Contractor shall keep the excavation dry by pumping or otherwise while the concrete is being placed and shall protect the newly placed concrete from flowing water until it has fully set.

Boulders

(2.06) Boulders of one-half cubic yard and over found in earth excavation will be classified as rock.

Spoil Banks

(2.07) All material obtained in rock excavation may, if the Contractor desires, be placed in the dam, and otherwise may be placed in spoil banks, and if placed in spoil banks these must be at locations approved by the Engineer and placed so that the material will not slide or slip into the stream or spillway or where it will do any damage.

(2.08) If spoil banks are made near the spillway they shall be placed so as to widen and improve the road within a distance of 500 feet of the point of excavation.

Other Excavation

(2.09) The Contractor shall, if required, make excavations in rock at any other points in the work to remove unsatisfactory material



that may be exposed, or to give a rough surface and bearing to hold the material to be placed upon it.

Compensation

(2.10) Compensation for the work above under Items 2 and 3 shall include all the labor and materials for completing the work as herein specified.

CONCRETE IN DAM

Item 4.

Work to be Done

(4.01) Under this item the Contractor shall build a heavy concrete wall at the lower toe of the dam well out back into the rock sides and arranged to act as an arch dam of great strength to support the rock fill coming against it; cutoff walls 3' thick more or less, placed in rock trench and extending about 3' above the surface of the rock to stop possible flow of water along the rock surface in the center of the dam and the overflow structure cut into rock with abutments as shown by the plans.

Concrete Specifications

(4.02) The specifications for concrete under Items 15 and 16 covering cement, proportions of mixing, methods of handling and placing, shall apply throughout to the work done under this item as far as they are applicable and except as otherwise herein set forth.

Forms

(4.03) The forms for work to be done under this Item may be of unplanned hemlock lumber or equal, but of the strength and rigidity required in each case.

Wetting Concrete

(4.04) Concrete in exposed surfaces or at the top of work done at one time shall be kept moistened from time to time until permanently covered or until the concrete has set and for a period not exceeding 10 days.

Plums

(4.05) The Contractor may embed hard clean boulders in the concrete. Such boulders shall not be greater in diameter than one-fourth of the thickness of the wall and the aggregate volume shall not exceed one-fifth of the total volume of the concrete.

Compensation

(4.06) Compensation for work done under this Item shall be at the price bid and covers all work and materials required for concrete placed within the lines shown or ordered by the Engineer.

APPROXIMATE SCHEDULE

	<u>Cubic Yards</u>
Retaining Wall at Lower Toe	2900
Cut-off Walls	1000
Overflow Structure	600
Allowed for contingencies	<u>500</u>
TOTAL	5000



## CONCRETE IN BRIDGE

## Item 5.

(5.01) Under this item the Contractor shall build a bridge of reinforced concrete with its abutments, retaining walls and guard railings or curbing all as shown by the plans, or with such changes in dimensions and arrangement as shall be ordered by the Engineer, not, however, changing materially the general character of the work to be done. The Contractor shall also place concrete required for closing the diversion tunnel and completing the structures in the bottom of the shaft in connection with it.

Concrete Mixing and Placing

(5.02) The concrete specifications for material, mixing and placing under Items 15 and 16 shall apply throughout to this work and all the provisions as far as applicable shall apply to this item.

Forms

(5.03) The forms shall be of the best planed local lumber or equal and the forms for the bridge shall be very strongly supported and braced so that there will not be the slightest movement as the concrete is placed and before the final set is obtained.

Rubbing

(5.04) All surfaces of the concrete left permanently exposed to view shall be well rubbed with carborundum brick immediately after the forms are removed. This rubbing shall continue until a smooth surface is obtained free from form marks.

Wetting

(5.05) The concrete work in the bridge shall be kept thoroughly wet for 10 days and thereafter shall be wet once a day except in rainy weather for an additional period of 20 days.

Reinforcing

(5.06) The Contractor shall furnish reinforcing rods of first quality and standard specifications and place them in the work as shown by the plans or as required by the Engineer.

Compensation

(5.07) Compensation for furnishing and placing reinforcing is not otherwise provided in this contract and it is agreed in advance that 5 cents per pound will be allowed for this and will be accepted as full compensation.

(5.08) Compensation for concrete placed under this item will be at the price per cubic yard bid therefor and will be compensation for all materials and labor connected therewith.

<u>Bridges</u>	<u>SCHEDULE</u>	<u>Cubic Yards</u>
Arch		393
Abutments		20
Wing Walls		141
Guard rails		<u>22</u>
	Total for bridge	576
Closing Tunnel		160
Contingencies		<u>64</u>
	Total estimated	800



## HYDRAULIC FILL DAM

### Item 6 & 7.

(6.01) Under these items the Contractor shall obtain materials and build the main structure of the dam. All the different kinds of work required to be done will be measured and classified under these two items which will include the entire volume of the dam, except rock fill in places at the beginning of the present work and concrete.

#### Kind of Dam

(6.02) The dam is to be an earth dam of the hydraulic fill type. The most approved methods for placing hydraulic fill or semi-hydraulic fill are to be used, capable of producing a dam of the greatest strength, stability, durability and tightness.

#### Minor Alterations in Specifications

(6.03) The specifications here shown are based on past experience with similar constructions, but are not intended to limit any improvements in the art. The general requirements of stability, strength, durability and tightness are primary, and, these being maintained, any advantageous modification of details indicated by experience as the work proceeds may be made in the detailed specifications, proper orders by the Engineer being issued to cover the same.

#### Materials Where Obtained

(6.04) Materials of construction shall consist of -

1. All the boulders, gravel and soil in the bed of the stream above the rock surface required to be moved but excluding stumps, logs and large roots.
2. All the soil above the rock on that part of the site that is to be stripped, excluding stumps, logs and large roots.
3. The material excavated from rock under and at the sides of the dam, and also at the option of the Contractor, materials excavated from the spillway.
4. Borrow pits at approved locations in hard ledge rock in the neighborhood and above the dam to make rock fill.
5. Borrow pits within the flow line of the reservoir on land of the Board about a mile more or less above the site of the dam from which sand and gravel of various grades may be obtained.
6. Deposits within a thousand feet of the dam, in the Valley of Stow Brook, of material too fine for general use but available, if needed, for increasing the proportion of fines in the core material.
7. Any other appropriate source, approved by the Engineer.

#### Description of Parts of the Dam

(6.05) The core is the fine material depended upon for watertightness and occupies the center of the dam, and, in general, is deposited by the pool, and, at each level, will correspond approximately with the width of pool at that level. Core material is designated by the letter "A" on the plans.



(6.06) The toes are the entire solid parts of the dam outside of the central core.

(6.07) The shoulders comprise a large mass of material, both up and downstream from the core, the material being intermediate in size, containing but little very fine material and an increasing proportion of coarse material and boulders to their outer extremities. The material is all deposited from flowing water and well compacted by that process. The upper surfaces of this material toward the pool at any time are called the beaches. This material is designated on the plans by the letter "B".

(6.08) The dumps are the spaces near the outer edges of the dam on both toes on which dry fill may be placed and from which most of such fill is sluiced to form the entire interior of the dam. If all of the material is brought to the dam by sluicing, these parts will be small, and will be represented only by a small quantity of material scraped back from the shoulders to prevent the overflow of water at the edges as the work proceeds. On the other hand, if the semi-hydraulic method is used and the material is brought dry to the dam, it will be deposited in these spaces and most of it will be sluiced from them to the central part of the dam, leaving a small proportion of unmoved dry fill which in no event may exceed the limits shown by the plans. This portion of the dam is designated on the plans by the letter "C".

(6.09) The lower wedge of rock fill is the material placed downstream from the location of the core at the beginning to provide a layer of coarse grained solid material sloping toward the center of the dam so that when sluicing is started the first core material will be deposited in the place reserved for it in the center of the dam, and not, as would otherwise be the case, in the small temporary pool near the lower toe, where, if deposited it would furnish undesirable lubrication after the dam was finished. This wedge is designated on the plans by the letter "D".

(6.10) Riprap designates the rock fill placed to form a cover over the entire outside of the dam, except the top, to be placed in various depths and to give a solid, heavy, permanent and pervious finish to the dam. This is designated by the letter "E".

(6.11) The small rock fill dam at the upper toe and designated by the letter "F" has already been completed under a previous contract.

Preliminaries to Sluicing

(a). Clearing Stream Bed of Boulders

(6.12) Gravel and other materials in the bed of the stream under the central part of the dam shall be removed to rock. All this material shall be deposited by placing it in the lower rock fill wedge described below. The material placed, however, shall not contain any trees, stumps, large roots or other perishable materials. These must be separated and burned. The material so moved will be paid for twice, once as earth or rock excavation, (Items 1 and 2), and again as rock fill (Item 7.)



(b) Rock Excavation

(6.13) A cutoff trench shall be excavated in rock across the bed of the stream and carried in diminishing widths to the top of the dam (Item 2). Before sluicing is started this trench shall be cut across the bed of the stream and to a vertical height of 20' above the present bed of the stream. The amount of excavation will be determined by the Engineer as the work proceeds, but to a minimum depth of 5' and to rock that is hard and solid, and any soft or defective rock shall be removed. In addition, cutoff trenches (to be refilled with concrete) shall be excavated deeper than the general excavation. The material obtained from this excavation shall all be placed in the lower rock fill wedge (Item 7.).

(c.) Grouting

(6.14) The Contractor shall drill such holes in the rock as may be required and shall grout them to refusal. This shall be done through the bottom of the stream to the 20' level before sluicing is commenced and shall be continued up the slopes in advance of the fill (Item 10).

(d.) Lower Rock Fill Wedge

(6.15) There shall be a preliminary rock fill under the lower part of the dam extending from the present bed of the stream after removing logs, stumps and perishable material, and soil if required, up to a plane with a slope toward the proposed central core and meeting the present bed of the stream downstream from it (Item 7.) This must be placed in advance so that when sluicing material is first placed there will be a slope toward the center of the dam from both directions. Sluicing will partially fill the voids in this rock fill, but not entirely, and this rock fill will remain as an outlet for seepage water during the construction and after the completion of the dam. The lower edge is to be carried downstream to the concrete retaining wall at the lower toe of the dam.

(e.) Concrete Cutoff Walls and the Retaining Wall at Lower Toe

(6.16) This work (Item 4) must be completed before sluicing begins.

(f.) Clearing the entire dam site under Item 8

(6.17) The entire area to be covered by the dam, with a margin of at least 20 feet, shall be cleared under Item 8, to facilitate the work and to prevent logs and wood from falling or slipping into the dam

Preliminary Work During the Progress of Sluicing

(6.18) As the fill in the dam rises the soil on the sides shall be sluiced into the dam so as to expose the clean rock at all points and to insure contact of the core and of the shoulders with solid rock. The sluicing shall, in general, be carried far enough ahead of the fill so that the rock may be conveniently and adequately inspected and measured before it is covered; but shall be carried on with such a degree of continuity that the soil is distributed throughout the mass of the embankment, and not unduly concentrated in any part of it. The central cutoff trench in the sides of the valley shall be excavated in



rock well ahead of the fill and the concrete cutoff walls built and the grouting done from time to time as the work progresses. In general this preparatory work shall be carried upward in vertical steps of about 20' each as the sluicing proceeds.

#### Methods of Sluicing

(6.19) Two alternate methods are proposed. These may be briefly referred to as Hydraulic Fill and Semi-Hydraulic Fill. The Contractor may select either of them or may propose any reasonable variation that will accomplish the desired end.

#### Hydraulic Fill Method

(6.20) Under this method the whole of the material, except the rock fill will be sluiced to position. If this method of construction is adopted, the Contractor shall build his tracks to bring the material in cars to dissolving boxes, to be located near the dam and higher than any part to be covered from that location. From these boxes the material shall be carried in open sluices or pipes and discharged as required at various points along the outer edges of both toes of the dam. Such scraping and other work shall be done as is necessary to train the deposits and carry the sluiced material out to the desired section but without permitting any of it to flow over the edges of the dam and down the outside slopes.

(6.21) In addition to the dissolving boxes, monitor jets shall be provided to operate on the beaches and shoulders on both sides of the dam to sluice the soil into the dam; and these shall be powerful enough and flexible enough to permit complete rock stripping to be carried out covering the part to be covered by the core and shoulders and kept well in advance of the dam construction. The flumes or pipes used for conveying the sluiced material shall be lifted from time to time during the progress of the work and the tracks and dissolving boxes shall also be raised unless they are set very high at the start.

#### Semi-Hydraulic Method

(6.22) If this alternate method is followed, the railroad tracks would be carrying to and across the outer edge of both toes of the dam; and the material dumped from cars on the dumping spaces indicated on the plans. The tracks would be carried on trestles. The dumped materials are to be broken down by monitors and washed into the dam, depositing the coarser parts upon the shoulders, finer parts upon the beaches and the finest material in the central pool. In this case no material is carried in sluices or pipes. If this method is adopted the procedure must be such that at least 90% of the material dumped from the cars is taken up by water and subsequently deposited; and not more than 10% is left in its original position as dumped.

#### Joining Core to Bottom and Sides

(6.23) The first material to be sluiced in the dam will be from the soil on the sides of the valley. The coarser parts resulting from this sluicing will be deposited on the toes and much of the material on the lower toe will run into the rock fill previously placed and more or less occupying the voids in it. The fine material from sluicing the



soil will be carried to the central pool which will be formed when sluicing is started. The greatest care must be exercised in these early operations to see that a proper quality of core material is deposited at the very bottom in contact with the rock and concrete cutoff walls and that the seal is watertight and perfect.

(6.24) If the first material deposited does not make satisfactory core material, other materials shall be sought and applied by themselves, or mixed with the soil to improve the character of the core material. Similar precautions shall be taken as the work proceeds with the cutoff on the sides of the valley all the way up to the top of the dam.

#### Water Supply

(6.25) With either system of construction the supply of water shall be obtained from the central pool. Pumping equipment must be located on a float or floats and suctions arranged to skim the clearest water from the surface of the pool. The pumped water must be carried by flexible pipes to all the points where it is required. The water, after use, returns to the pool, but any loss by evaporation and seepage is made up by pumping water from Little River to the pool.

#### Shoulders, Character of

(6.26) The material in the shoulders shall consist of sand, gravel and rock and boulders, moderately fine toward the center, and coarse grained with no upper limit of size in the outer parts. The material shall be of a kind that settles hard and firm and makes a solid reliable embankment. Especial care is to be taken not to use any stock so fine that it will tend to extend the core by depositing material in the shoulders that will not promptly and completely drain and harden.

#### Trestles

(6.27) The trestles required to support the tracks or flumes on the outside dumps, according to the method of construction that is adopted, may be built into and surrounded with fill as the work proceeds. In general such trestles shall be at least 20' apart in elevation. As soon as the use of a trestle terminates at any point, all the bracing, platforms and parts of it conveniently accessible shall be at once removed from the work, but parts that are buried may be left in the embankment. In the semi-hydraulic method, all material left around parts of buried trestles, shall be fully consolidated by wetting and sluicing as the work proceeds.

#### Care of Outer Faces

(6.28) The earth in the unsluiced portions of the dam shall be moistened sufficiently to consolidate it properly and it shall be washed around and under the timbers of the trestles to completely fill all the spaces. The outer slopes of the dam shall be trimmed to the finished lines shown on the plans as the work progresses, so as to prevent slides, but if slides occur they shall be promptly refilled and the slopes kept to uniform grades.



#### Distribution of Material

(6.29) The materials to be sluiced into the dam shall be distributed along the toes and shoulders, and the sluicing and the water resulting from it shall be controlled in such a manner that the material is deposited along the shoulders and in the pool, keeping the shore line approximately straight, always within the limits indicated on the plans, and preventing the formation of projecting fingers of coarse material in the space reserved for the core, and also preventing the extension of the pool and the consequent deposition of core material outside the permitted limits.

#### Core, Character of

(6.30) The character of the core material is of the utmost importance. It must be fine enough to be nearly watertight, and on the other hand it must be coarse enough to drain and become hard and solid within a reasonable length of time so that it will form an integral part of the dam. In a general way core material with an effective size of about 0.01 mm is desired, but the material will be judged rather by its performance during the course of the work than by direct measurement of its effective size.

#### Core Material, How Controlled

(6.31) If the core material is too coarse, more fine material must be obtained and mixed with the water by sluicing it into the central pool. The fine material in all the material sluiced tends to be concentrated in the core. Fine material will be furnished by the soil sluiced from the sides of the valley into the dam and by the fine material in whatever stock is being employed. If deficiency of fine material is indicated it must at once be corrected by changing the position of excavation in the borrow pits to points where there are more fines, or by obtaining finer material from some special place. Apparently all needed fine material can be obtained from borrow pits in the Stow Brook Valley that can be opened if and as needed. If the core material is too fine and soft at any time it must be at once hardened up by finding and using borrow pits that produce less fine material. The Contractor shall promptly alter his method, when ordered, to maintain the desired quality, said changes being based on the engineer's tests of the material last deposited.

#### Core, Testing of

(6.32) The core material shall be the subject of constant tests in the making of which the Contractor shall fully cooperate. The Contractor shall provide and maintain for testing purposes a scow 14' long and 8' wide with flat bottom to go in shallow water, and shall furnish two men on the scow with a supply of 1-1/2" pipes and couplings to test the material by seeing how far the pipes can be pushed into all parts of it, and to assist the Engineer in making borings, taking samples and in all other tests that the Engineer requires.



Pool, Adjustment of Level and Position

(6.33) The water will all circulate through the central pool and will be used over and over except that loss by seepage and evaporation must be replaced. Such quantities of new water shall be added by pumping from the stream above the dam as may be required to hold and raise the desired pool level. In case the water in the pool becomes too high through showers or from unintended filling beyond the requirements of the moment, it shall be lowered by siphoning out so much water as may be necessary to bring it to the desired level. The width of the pool will be controlled by its height and this is to be carefully adjusted to conform to the limits shown on the plans, or to such modified limits as may be found advantageous by experience and as may be ordered by the Engineer. The position of the pool with reference to the center of the dam will be controlled by the relative progress of the work on the upper and lower toes and this shall be varied as required from time to time to hold the pool at the required position.

Equipment, General Character and Capacity of

(6.34) The equipment must be capable of sluicing and depositing 5,000 cubic yards as measured in finished embankment per 24 hours; and it is assumed that such equipment will consist of at least two 200 h.p. pumps located on floats supplying water through flexible pipes to 3" jets, or to larger jets with a lower pressure if found more advantageous; with a third pumping unit in reserve for use in case of needed repairs to one of the two provided for service. The Contractor may, however, use other or different units capable of producing the required daily output and shall add to those first provided if found necessary.

Schedule of Equipment

(6.35) The Contractor shall submit with his bid a statement of the general method of construction that he proposes to use, and of the sizes and capacities and powers and the principal units of the equipment that he proposes to employ; and after the contract is executed he shall supplement this statement, and from time to time add further particulars of the equipment and methods that are to be used. Such statements will be subject to modification with experience as the work proceeds, and are required with a view to keeping the Engineer posted as to what is to be expected and what is to be provided for and to aid in checking up performance with expected results.

Rock Fill

(6.36) Rock fill is to be used for the lower wedge and for the riprap on the upper and lower faces of the dam. Rock fill may be composed of stones and boulders obtained from the glacial drift of which at least 75% shall be more than 3" in diameter or of material obtained by blasting the best quality of local rock from borrow pits at approved locations in the hills above the dam near the ends of the dam. All boulders and rocks of whatever description found in the work or near it or in any of the operations connected with it will be accepted as suitable material for riprap. There is no upper limit to



size and blocks as large as the Contractor's equipment will handle may be placed. In blasting rock to be used for rock fill, an effort shall be made to proceed in a way to leave it in fairly large pieces, and not to break it down more than necessary to fine material.

#### Placing Rock Fill

(6.37) As far as practicable the largest pieces and the hardest rocks shall be placed on the outside and finer material in the interior, but no close classification will be required. The material is to be dumped loosely and no hand placing or packing is required. Rock fill may be placed dry or may be hydraulicked to position. It may be carried up with the hydraulicking operations or the dam may be first built of smaller section without the rock and the rock added as a final and separate operation, but in that event the rock fill shall be started and carried forward so that the rock fill is never more than 50' in elevation below the finished surface of the sluiced material.

#### Uniform Outside

(6.38) If both hard boulders and broken mica schist are used in the rock fill, they shall be placed so that material of the same kind extends uniformly across the exposed part of the dam at any elevation and so that it will present a finished and uniform appearance. But boulders may be used up to any desired elevation on either or both faces and thereafter crushed rock to the top.

#### Option to Increase Rock Fill

(6.39) The Contractor may, if he desires, substitute an additional amount of rock fill for a corresponding amount of sluiced material, and this substitution may be carried to a point where 40% of the entire volume of the dam will be of rock fill placed dry. In such a case the engineer will make a new design for the dam, which shall thereafter be followed. The rock fills shall be carried up to be at all times flush with the hydraulic fill parts of the dam, and shall be thoroughly joined by sluicing material against the rock fill near the points of junction.

(6.40) In the event that the Contractor avails himself of this option and increases the amount of rock fill above the amount specified and required, the amount of rock fill to be estimated will only be the quantity shown on the plans not exceeding the amount exhibited in the estimated quantities on which bids are secured, and all the rest of the rock fill so placed will be estimated as hydraulic fill.

#### Dry Fill on Top

(6.41) If it proves difficult or impracticable to carry the hydraulic fill to the very top of the dam, it may be stopped not more than 10' below the finished grade and the dam completed by dry fill. In this event the material used for the dry fill shall contain, in its central part, enough soil or other fine, close grained material to insure that the dam to its top is substantially watertight, and shall contain in its sides gravel or other material compacting solidly and making a firm durable dam. In making such dry fill at the top such



allowance for settlement shall be made as the engineer directs, but any such excess remaining above the finished grade after 3 months settlement shall be estimated and paid for.

Protecting Quality of Water

(6.42) The water of Little River is used for water supply and must be protected from pollution and from excessive turbidity resulting from sluicing operations. Whatever small amounts of turbidity result from water that seeps through the beaches and outer parts of the dam built as herein specified will be accepted by the City; but the Contractor shall at all times prevent water that has been used for sluicing and water from the pool from escaping over the surface to Little River.

Measurement

(6.43) The quantity of material to be paid for under these items shall be the fill of whatever kind the Contractor is required to make between the surface upon which the fill is placed and the surfaces and slopes defined by the plans or as laid out by the Engineer, but not exceeding at any point the actual height or volume of fill actually made and measured. Final measurement may be postponed for 90 days after the completion of the fill.

(6.44) The Rock Fill will be estimated under Item 7, and all the rest under Item 6.

Compensation

(6.45) Compensation for work done under these items shall be at the prices per cubic yard bid therefor, and includes all the required work and materials for the completed work on the dam.

CLEARING

Area to be Cleared

(8.01) The entire area to be flooded with a marginal strip and the ground to be covered by the dam has a total area up to elevation 955, of 1170 acres. General requirements cover the entire area. There is an additional specification covering about 340 acres above elevation 930. These areas are guaranteed and if there should be any material variation in the same, the Engineer shall make corresponding adjustment in the lump sum compensation allowed for this item.

General Clearing

(8.02) The Contractor shall cut all trees, and shall cut all stumps more than 12" high to stumps not over 6" high, and shall burn or remove all trees, logs, bridges, camps and other wooden or perishable materials and structures. He shall not, however, be required to remove one or more permanent buildings for which the City will make other arrangements.

Additional Specification for Marginal Area

(8.03) In addition to the above, on about 340 acres above elevation 915 and in the space to be covered by the dam, the Contractor will be required to pull or blow up and burn all stumps and large roots to a depth of 6" below the surface.



Final Clearing

(8.04) In a final clearing to start about 2 months before the filling of the reservoir is begun and proceeding at a rate to keep the work ahead of the rising water, the Contractor shall cut all high standing grass, weeds, bushes, and shall remove and clear up any perishable materials left until that time and shall leave the entire area in clean and presentable condition before it is covered by the rising water.

Compensation

(8.05) Compensation for the work to be done under this item is one lump sum bid therefor which shall be compensation for all the work and materials herein specified.

CARE OF WATER AND CLOSINGItem 9.Kind of Work

(9.01) The work to be done under this Item consists in maintaining a channel for the natural flow of Little River during the course of the work and for assuming all responsibilities for loss by flood, and for closing that channel in a secure and workmanlike manner and making it completely watertight.

Diversion Tunnel

(9.02) The Contractor shall take charge of and maintain the diversion tunnel and rock fill dam previously built intended to be capable of diverting 4,000 cubic feet per second, sufficient to carry ordinary floods, but not extreme floods.

Keeping Tunnel Clear

(9.03) The Contractor shall keep the tunnel and its entrance free of obstructions during the entire course of his work until the final closure.

Keeping Logs and Trees Cut

(9.04) The clearing operations and all other operations above the dam shall be so conducted as to prevent logs, trees and other materials that might stop and plug the tunnel from finding their way to the river or from being placed near any stream where they might be carried to the river.

City's Guarantee

(9.05) If an extraordinary flood should overtop the present rock fill dam and carry it or any part of it away before May 1, 1929, provided the tunnel is clear of obstructions at the beginning of said flood, the City will be responsible for the loss and for the fill placed prior to the signing of this contract, and in that event the Contractor shall replace the present rock fill dam or any part of it and shall be compensated therefor at the price bid under Item 7.

Contractor's Responsibility

(9.06) The Contractor shall assume all responsibility for the rock fill dam, placed before this contract is signed, upon May 1, 1929, and he shall be responsible for all work placed by him under this contract at all times.



Maximum Limit in 1928

(9.07) The construction operations during 1928 and up to May 1, 1929, shall not raise the top of the dam above the top of the present rock fill at elevation 810.

Minimum Limit in 1929

(9.08) During the season of 1929 after danger of spring floods is passed, the work of raising the dam shall proceed rapidly and before October 1, 1929, it shall have been raised and made strong enough to hold water at elevation 860, at which elevation the reservoir back of the dam holds 3,485 million gallons of water equivalent to 4.4 inches of runoff from its entire catchment area, and shall thereafter be continued with 20 feet additional by December 1, 1929.

Closing Diversion Tunnel

(9.09) After the dam is substantially complete and ready to receive water, and the spillway built, so that no flood that might occur would do damage, and with the express approval of the Engineer, the Contractor shall build the concrete closing piece in the diversion tunnel and make it watertight.

Delivery of Material

(9.10) The concrete and materials for this work except as previously brought in through the upper entrance of the tunnel shall be lowered through the shaft from the surface of the ground above.

Cutting Out Concrete

(9.11) If required the Contractor shall cut out any of the concrete lining in the floor and bottom to make a more perfect union with the work to be built. Any such concrete cut will be estimated as rock excavation.

Pipes and Gates

(9.12) The Contractor shall receive, haul and place in the work, the pipes, gates and other appurtenances furnished by the City. He shall receive them whenever they may be delivered at the railroad station at Woronoco, shall unload them, haul them to the work, store and protect them until needed. The smaller and lighter parts of this equipment may be lowered through the shaft, but the heavier and larger parts must be taken down the slope to the upper portal of the tunnel and through the tunnel to position, and such parts must be so placed in advance of placing the closing pieces. The Contractor shall be paid three cents per lb for the entire weight of material placed under this paragraph as agreed compensation for the work done. The City will furnish all material including bolts and gaskets.

Closing at Low Water

(9.13) The work of closing shall be done at a time of natural low water in the stream, but the City will suspend drawing water from Borden Brook Reservoir for a period not exceeding 72 hours for the purpose of facilitating this work.



First Diversion

(9.14) The outlet pipes shall be placed in position on blocking and a temporary cofferdam built to entirely stop the flow of water into the tunnel for a short time. During this time concrete shall be placed around the upper ends of the pipes to support them and to make a more permanent dam, diverting the low water flows through the pipes. Concrete placed in bags may be used to form the lower part of the entrance about the mouths of the pipes.

Placing First Plug

(9.15) Thereafter, with the water flowing through the pipes, forms shall be placed for the upper face of a concrete plug as shown by the plans and concrete shall be placed to form the first complete plug. All concrete placed in the tunnel will be estimated under Item 5.

Grouting First Plug

(9.16) Grouting pipes shall be placed in this first concrete plug extending to its highest points at two or more places, and after the concrete has thoroughly set the top shall be grouted and made watertight.

Main Plug

(9.17) Thereafter, the remainder of the concrete closing piece shall be placed. It may be placed all at one time, or if preferred in blocks, cut on lines approved by the Engineer. Especial care shall be taken to force the concrete to the top and to fill all irregular spaces against the rock at the top.

Grout Pipes

(9.18) The Contractor shall set at least ten 1" grout pipes in the concrete as it is placed leading to various points at the top. After the concrete has thoroughly set these grouting pipes shall be first tested by placing on each a valve and pumping clear water into them to make sure that they are open and to get an idea of the freedom of entry into the joints reached by the several pipes. The pipes not to be immediately used shall be left full of water with valves closed.

Grouting

(9.19) Some of the pipes shall be first selected for grouting and grouted to refusal, with a pressure of not more than 100 lbs, the procedure of grouting being in general as specified under Item 18, and proceeding at intervals allowing the grout first placed to thoroughly set before other holes are grouted.

Setting Gates

(9.20) The Contractor shall set in a good and workmanlike manner the gates and other equipment required for the control of the outlet, supporting them on suitable concrete piers, and shall build all the concrete and set the operating devices for the gates shown by the plans.

Guarantee

(9.21) The Contractor shall guarantee the complete tightness under the full pressure of about 200' head of the concrete placed by him, and of the connections and joints between it and the pipes placed



in it, and the rock against which it is placed, and shall, if required, within a year of the completion of all the work to be done under this contract, come back and do any further drilling and grouting that may be needed to make the closure completely watertight.

#### Compensation

(9.22) The compensation for the work to be done under this item, except as otherwise herein provided, shall be the lump sum bid therefor, which includes compensation for all labor and materials and risks in caring for the flows of the river and of protecting the work from them and for closing the tunnel and making it watertight and for setting the gates and equipment required for its permanent control.

#### STATEMENT OF VOLUMES AND CAPACITIES WITH REFERENCE TO CONTROL OF WATER AND FLOOD FLOWS.

Elevation	STORAGE CAPACITY		Estimated Capacity of Outlet Tunnel; Cubic feet per second	Cubic Yards in dam up to this level excluding present rock fill dam
	In Million Gallons	In inches of Runoff from 45.8 sq. miles		
750	7	0.01	1,960	73,000
760	25	0.03	2,420	129,000
770	60	0.08	2,820	193,000
780	126	0.16	3,150	266,000
790	245	0.31	3,460	348,000
800	437	0.55	3,740	438,000
810	711	0.89	4,000	536,000
820	1,060	1.33	4,250	636,000
830	1,490	1.87	4,480	740,000
840	2,021	2.54	4,700	841,000
850	2,681	3.37	4,900	941,000
860	3,485	4.36	5,100	1,040,000
870	4,443	5.56		1,133,000
880	5,583	7.0		1,223,000
890	6,957	8.7		1,310,000
900	8,594	10.8		1,388,000
910	10,504	13.2		1,460,000
920	12,707	16.0		1,523,000
930	15,248	19.2		1,580,000
940	18,182	22.8		1,630,000
950	21,534	27.0		1,665,000
965				1,700,000

#### GROUTING

##### Item 10.

#### Kind of Work

(10.01) Under this item the Contractor shall drill holes in the rock under the center of the dam, shall cement in grout pipes and after setting shall pump grout as specified under Item 17, into the holes to such pressure not exceeding 40 lbs as may be ordered as the work proceeds.

#### Number and Size of Holes

(10.02) The grout holes shall be not less than 2" in diameter and drilled to a depth of 15'. Two lines of grout holes 20' apart across the bed of the stream shall be driven, and the holes in each row shall be about 10' apart. Similar holes may be required on the side slopes and all the way up to the top, but with such spacing as shall be ordered depending upon the experience with the work already done and the appearance of the rock as the work proceeds.



Compensation

(10.03) Compensation for grouting under this item shall be the one lump sum bid therefor which shall be payment for installing and maintaining the necessary equipment and for drilling 100 holes with an aggregate length of 1500 feet, and for furnishing 100 bbls of cement and 30 cubic yards of suitable fine grained sand and placing it in the work. If grouting should be required in excess of these quantities, the actual cost of the additional work and materials will be estimated as extra work, but with no further allowance for the equipment.

## CONTRACT NO. 12

## TUNNEL

(00.10) The work to be done consists in driving a tunnel from the present proposed reservoir to a point near the gorge where connection will be made with a steel penstock leading to the proposed power house. Near the upper end of the tunnel there will be built a shaft which will contain trash racks, gates and other controlling devices. A short section of tunnel upstream from this shaft will be of larger section and may remain unlined in whole or in part if the rock proves to be suitable.

(00.11) The section of the tunnel from the main shaft to station 75, about 6400' is to be lined with concrete, and will be used as a pressure tunnel and must be built in a most solid manner, capable of standing full and rapidly changing pressure. The section of the tunnel beyond station 75 is to be excavated under this contract and arranged so that afterward a steel pipe may be laid in it and connected water-tight with the tunnel.

(00.12) The Contractor may establish a construction camp upon a site near the Wildcat Road, about midway between the two ends of the tunnel. The work is reached from the Westfield station of the Boston-Albany Railroad over public roads, about 8-1/2 and 10 miles respectively to the two ends of the tunnel.

## EARTH EXCAVATION

## Item No. 11

Kind of Work

(11.01) Under this item the Contractor shall excavate earth at both ends of the tunnel and at the site of the control shaft, and shall cut an open trench to serve as an inlet and do any other earth excavation required for the progress of the work.

Disposal of Material

(11.02) All material shall be placed in convenient spoil banks not more than 200 feet from the places where it is excavated and arranged so as not to interfere with any of the other operations or with the flow of water to the tunnel.

Side Slopes

(11.03) Side slopes will be laid out by the Engineer that are intended to be permanent and any slips in such slopes after excavation is made shall be cleared up by the Contractor as required and all material so removed will be estimated under this item.



Measurement

(11.04) Excavation shall be measured in place, and the quantity paid for shall be that actually excavated within the limits prescribed.

Compensation

(11.05) Compensation for excavation shall be the price per cubic yard bid therefor and is to be applied to all excavation as above defined.

TUNNEL EXCAVATION

Items 12, 13 and 14.

Kind of Work

(12.01) The work to be done is rock excavation, mainly in tunnel, the excavation being to carefully defined lines to permit the concrete lining to be economically placed of the required section.

Classification

(12.02) All the excavations shall be classified under 3 items:

Item 12: Excavation in open cut for the tunnel portal beyond the limits shown on sheet No. 3, and the open cut channel to the upper portal.

Item 13: Excavation in tunnel which includes the entire tunnel between the portals and any enlargements thereof that may be required.

Item 14: Excavation for the screen chamber and gate house.

Drainage

(12.03) The Contractor shall keep the excavation drained and sufficiently free from water during the course of the work, and until the concrete is placed. Water shall be removed by pumping where necessary. As the concrete is placed, complete drainage shall be provided so that it is not ever necessary to place concrete in water.

(12.04) The water from flowing springs in any part of the tunnel shall be carried out temporarily by pipes which shall remain open while the concrete is placed, and shall be grouted and plugged after the concrete has thoroughly set.

Ventilation

(12.05) A complete and adequate system of ventilation with fans and air pipes shall be installed and operated in each heading to secure the safety of workmen and others who have occasion to enter the tunnel.

Light

(12.06) The tunnel shall be adequately lighted with electric lights as needed throughout the entire course of the work.

Disposal of Spoil

(12.07) The tunnel shall be driven from both ends. Spoil from the lower portal shall be first used to build and widen a road from the tunnel portal to the gorge road following approximately the contour, a distance of 1100 feet more or less, and all the spoil may be disposed on the lower side of this bench, widening it as far as the material goes, but taking care that no material is placed so that it will slip or slide down to the river.



(12.08) Spoil from the upper portal may be disposed in a spoil bank so arranged that it will not interfere with the flow of water to the tunnel, or it may, at the option of the Contractor, be used in building the dam.

#### Timbering

(12.09) The rock is believed to be mica schist, gneiss and other hard rock of the same general character as the ledges exposed in the vicinity of the work, and it is not believed that heavy timbering will be required. The Contractor shall place such temporary timbering and bracing and protection planks overhead as may be necessary to secure the safety of the workmen and others who may have occasion to enter the tunnel during its construction, and shall do any other bracing or timbering that may be necessary. All such timbering and bracing is to be removed before the concrete lining is placed and the cost of all such temporary timbering is included in the price for excavation.

#### Permanent Timbering

(12.10) If bad ground should be encountered at any point and permanent heavy timbering should be required, it shall be provided by the Contractor in accordance with the best tunnel practice and the requirements of the Engineer, together with such enlargements of the tunnel section as may be needed to accommodate it, and to leave the necessary space for concrete lining; and any permanent timbering, so needed and placed by order of the Engineer shall be paid for at the rate of \$50 per thousand feet board measure in squared timbers. Round timbers, if used, shall be paid for at the same rate calculated on the largest rectangular timber that could have been cut from them.

#### Section of Tunnel

(12.11) The tunnel from the shaft to station 75, is to be lined with concrete and must be finished of the dimensions shown. The excavation of the tunnel shall be carried 4" below the line of the finished floor, and 7" outside of the finished line of the walls and roof and all rock and other material within the limits so defined shall be removed.

(12.12) The limit of excavation as above defined shall be known as the "A" line, and is so marked on plans and sections of the work. A tunnel excavated exactly to the "A" line throughout and filled with concrete from that point to the finished section would meet with the requirements of this contract and the specifications.

#### Payment Lines

(12.13) Payment for excavation and also for concrete lining will be limited by the "B" lines which are placed sufficiently outside of the "A" lines to give a certain allowance for overbreakage which is agreed upon, and payment will be made to the "B" line in all cases whatever section may be actually excavated. If, however, for any reason it becomes necessary to change the position of the "A" line at any point, it shall be done by order of the Engineer defining the amount and position of change, and there shall be a corresponding increase in the "B" line.



(12.14) The area enclosed by the "B" line for the main part of the tunnel is 122 square feet or 4.51 cubic yards per lineal foot of tunnel. The other sections of the tunnel are somewhat larger and similar limits and designations will be used for them and for the shaft.

(12.15) The tunnel from the entrance portal to the shaft will be of the same width but higher and excavated so that, if required, it may be lined with concrete to the section shown on the plans. This section is laid out so that the forms used for other parts of the tunnel may be used, with an addition to the height. If the rock proves to be good in this section of the tunnel, the lining may be omitted in whole or in part.

(12.16) The tunnel from station 75 to the lower portal is to be excavated to the section shown which is arranged to accommodate the installation of a 10' steel pipe otherwise provided for. Only the excavation is included under this contract.

#### Rate of Progress

(12.17) The Contractor shall start tunneling operations within 60 days from the date of the award of this contract, and thereafter shall drive 200' in the first month and 500' in every other month until the tunnel is completed, and the completion of excavation shall in no event be later than September 1, 1929.

(12.18) The shaft may be driven from the top at the same time, or may be cut after the tunnel underneath has been driven.

#### Compensation

(12.19) The prices bid per cubic yard under Items 12, 13 and 14 shall be compensation for all labor and materials employed in making the excavations as described above.

#### CONCRETE WORK

Items 15 and 16.

(15.01) Under these items the Contractor shall build all required concrete work, namely:

Item 15: Tunnel lining, including all the lining of full section with the bends, but not including the transition sections.

Item 16: All the concrete in the screen and gate chamber, the transition sections, the entrance portal, and any other concrete that may be required.

(15.02) The proportions of mixing shall be:

1 barrel of Portland cement, weighing 376 pounds net  
9 Cubic feet of sand, measured loosely.

16 cubic feet of ballast, measured loosely.

About 1.4 barrels of cement per cubic yard.

#### Cement

(15.03) Portland cement shall be made by a manufacturer of established reputation. The brand shall be subject to the approval of the Engineer, and only one brand shall be allowed upon the work except by special permission of the Engineer.



Records

(15.04) The Contractor shall keep an accurate record of the cement received, used, rejected and otherwise disposed of, and said record shall be accessible to the Engineer at all times. It shall be in sufficient detail to show how much cement is used in each part of the work, and to permit accurate comparison between the cement used and the number of cubic yards of concrete estimated for that portion of the work.

Quality

(15.05) The cement shall conform in all respects to standard specifications and tests for Portland cement of the American Society for Testing Materials, special designation C 9-26. Nevertheless a cement containing less than the specified amount of  $SO_3$  and if possible less than 1.50%, is preferred and is to be used if it is practicable to obtain it.

Sand

(15.06) The sand shall be of hard durable stock, shall be graded from fine to coarse, and all passing when dry a screen having a 1/4 inch diameter holes, and not more than 30 per cent by weight shall pass a sieve having 50 meshes per lineal inch. It shall be clean and free from soft particles, lumps of clay, vegetable loam or other organic matter. No sand shall be used not setting up promptly and making satisfactory briquettes with the cement that is used, as strong as the briquettes made with the same cement and standard sand.

(15.07) Unwashed sand near the original surface of the ground in this neighborhood sometimes contains organic matter that interferes with its proper set, and sand must be obtained from sufficient depth in the pits, or be washed until it is satisfactory in this respect.

Ballast

(15.08) Ballast shall consist of gravel, or broken stone, or a mixture of gravel and broken stone. All ballast shall be hard, durable stone, the ballast to be of such sizes that all will pass through a 2-1/2" ring, from which all particles smaller than 1/4" shall have been screened out. Materials shall be well graded from fine to coarse within the above limits, and that which is all of one size shall not be used. Ballast shall be free from dust, loam, clay, ashes or other improper substances. It shall be washed or screened or both if necessary to remove such substances.

(15.09) Rock excavated in the work will not be fit for ballast and there is no sand or ballast in the immediate neighborhood of the work. Abundant stock from which to prepare both sand and gravel may be obtained on land of the Board within a mile of the work, and Contractors will be shown pits and given information as to localities where they may be found.

Samples

(15.10) Samples of sand and ballast which the Contractor proposes to use shall be submitted to the Engineer for examination at least



seven days before the Contractor commences to deliver the material upon the ground. Materials shall not be delivered until the samples have been approved by the Engineer, and as delivered they shall be in all respects equal to the samples submitted and approved.

#### Mixing

(15.11) The concrete shall be mixed in machine mixers of approved form, in which materials are mixed in batches, and measuring boxes or other approved apparatus shall be used so that the proportions may be easily and exactly determined. The materials shall be mixed wet enough to produce a concrete of such a consistency as will flow sluggishly into the forms, and which, at the same time, can be conveyed from the mixer to the forms without separation of the coarse aggregate from the mortar. The quantity of water is of the greatest importance in securing concrete of maximum strength and density; too much water is as objectionable as too little. The control of the amount of water in the mix shall be exact and certain.

(15.12) The mixing shall be thorough and shall be continued until every particle of ballast is complete covered by the cement and the mortar uniformly distributed throughout the ballast, and for at least three minutes after all the ingredients are assembled in the mixer.

#### Slump Tests

(15.13) The consistency of the concrete will be determined by slump tests, made as follows:

(15.14) The sample of concrete to be tested may be taken from the mixer, chute, buggy or from the form being filled, as the Engineer may decide.

(15.15) A truncated cone 12 inches high, 4 inches in diameter at the top and 8 inches at the bottom, made of sheet metal, resting on a smooth, horizontal surface, shall be filled with concrete in 3 layers of approximately 4 inches each. Each layer shall be rodded 30 times, with a 5/8 inch pointed metal rod. When the cone is level full it shall be immediately and carefully removed.

(15.16) The slump is the distance from the top of the concrete before raising to the top of the slumped concrete.

(15.17) In the concrete for this work, the slump shall fall between 2 and 4 inches, except that the engineer may vary these limits, or make other limits for particular parts of the work.

#### Placing

(15.18) All concrete after the completion of the mixing shall be conveyed rapidly to the place of final deposit and under no circumstances shall concrete be used that has partly set.

(15.19) Concrete shall be deposited in such a manner as will permit the most thorough compacting, such as can be obtained by working with a straight shovel or slicing tool kept moving up and down until all ingredients are in their proper place.



(15.20) Special care shall be exercised to prevent the formation of laitance; where laitance has formed it shall be removed, since it lacks strength, and prevents a proper bond in the concrete.

#### Preliminaries

(15.21) Before depositing concrete, the reinforcement where it is to be used shall be carefully placed in accordance with the plans. It is essential that adequate means be provided to hold it in its proper position until the concrete has been deposited and compacted; care shall be taken that the forms are substantial and thoroughly wetted (except in freezing weather) or oiled, and the space to be occupied by the concrete shall be free from debris. When the placing of concrete is suspended, all necessary grooves for joining future work shall be made before the concrete has set. In general, the whole work will be cast in blocks with definite joints, and each block shall be completed before work for the day stops. In any other case that may arise, when work is resumed, concrete previously placed shall be roughened, cleansed of foreign material and laitance, thoroughly wetted and then slushed with one inch or mortar consisting of one part Portland cement and two parts of sand.

#### Tamping

(15.22) The operation of tamping shall be so conducted as to give a thoroughly compacted, dense, impervious artificial stone of high specific gravity. Great care shall be taken to remove the air near the forms. This shall be done by thoroughly churning the concrete after it has been deposited in the forms. Forks, spades, or other suitable implements shall be used for this purpose. These implements shall also be carefully pushed under all pipes in the forms and along all faces of the walls, in order that there shall be no voids left in the concrete.

#### Forms

(15.23) Forms shall be provided for all parts of the work. They shall be substantially and unyielding, in order that the concrete may conform to the design, and be sufficiently tight to prevent the leakage of mortar. The forms for the sides and top of the standard tunnel section shall be of steel. All other forms, including transition section of tunnel shall be of planed lumber, except that a rough lumber may be used for surfaces that are to be permanently covered by fill.

#### Removing Forms

(15.24) It is vitally important to allow sufficient time for the proper hardening of the concrete, which shall be determined by careful inspection before the forms are removed. Many conditions affect the hardening of concrete, and the proper time for the removal of the forms shall be determined by a competent and responsible person.

#### Order of Placing

(15.25) The floor of the tunnel is to be placed first leaving shoulders against which the sides will be placed. The floor will serve



as a support for the forms for the rest of the work. Concrete in the sides shall next be placed back of forms built up in sections from time to time so as to permit full access for tamping and ramming of every part of the concrete as it is placed.

(15.26) The roof shall be placed immediately after the sides on which it rests, and the concrete shall be rammed up and back so as to completely fill the space to the rock overhead.

(15.27) The joint between the floor and the walls and any other longitudinal joints that are made in the tunnel lining shall be made upon lines approximately radial and arranged in such a way as to give full strength to the lining acting as an arch.

#### Concrete in Shaft

(15.28) The concrete in the screen and gate house structure shall be carried to sound rock at all points, carried up in steps of moderate heights and the forms moved up to form another step. As the work of placing this concrete proceeds, the gates, pipes, supports for screens, ladders and all other fixtures and equipment shall be placed from time to time so that they may be properly incorporated in the concrete.

#### Reinforcing

(15.29) The structure at the shaft, screen chamber and gate house will be largely of reinforced concrete. The Contractor shall furnish and place the steel reinforcing required for the complete work. The Engineer will prepare for the Contractor a schedule of the reinforcing that will be required. The reinforcing shall conform to standard specifications and be of first quality throughout.

(15.30) Compensation for reinforcing so furnished and placed shall be at the rate of 5 cents per pound for the amount of steel so ordered and used.

#### Winter Work

(15.31) The work of concreting the tunnel may be done in winter only under conditions that permit the concrete to be mixed, moved, placed and set without freezing. The concrete materials shall be free from frost and ice, the water for mixing shall be warmed, and the mixed concrete shall be well above the freezing point on leaving the mixer and as delivered on the work.

(15.32) If it proves impracticable to protect any part of the concrete work requiring to be done, from freezing, before it is thoroughly set, those parts of the work shall be suspended until the weather moderates and until no further freezing cold weather is to be anticipated.

#### Payment Lines

(15.33) Payment for concrete at the stipulated prices per cubic yard will be made for all concrete placed to the lines shown by the plans, or ordered by the Engineer on the inside and extending outward to the B line.

(15.34) In the tunnel and shaft sections the areas shall be computed to the B line in all cases, and all excavation shall be carried so that there are no projecting points within the A line. The



area of the excavation to the B line for each section is shown on the plans and also the area of the concrete required to line the same to the required section. These amounts according to the several sections are agreed upon in advance as being a sufficient allowance for over-breakage and for refilling the same beyond the A line, and these amounts will be estimated in all cases. Transition Sections and other special work will be laid out in a similar manner, but with a 50% greater allowance for over-breakage.

#### Compensation

(15.35) The price bid per cubic yard under Items 15 and 16 shall be the compensation for all labor and materials necessary to the making and placing of the concrete as above described.

#### GROUTING

##### Item 17.

#### Kind of Work

(17.01) Under this item the Contractor shall grout and completely fill any spaces that may be left between the concrete lining of the tunnel and the rock outside, especially in the top and any connecting openings in the rock. This shall cover the work from the shaft to Station 75, a distance of about 6400 feet.

#### Location of Holes

(17.02) The Contractor shall provide 1-1/2" grout pipes every 20' along the top of the tunnel, 320 holes being required. The location of the holes may be varied slightly if necessary to avoid coming at the ends of sections of the concrete lining, or for any other sufficient reason.

#### Larger Overhead Spaces

(17.03) In addition, longer pipes reaching to the top shall be set at any places where there is over-breakage in the roof of the tunnel, leaving large irregular spaces to be filled. In each such enlarged space not over 10 feet long, two grout pipes shall be placed going to the top, and as widely separated from each other as the hole permits, and one of these shall be first used and the second after the grout placed by the first has set for at least 48 hours. If such enlarged spaces should extend for a considerable distance, a sufficient number of pipes shall be placed in this way and grouted in such order as to insure the complete filling at the top of all such enlarged and irregular spaces.

#### Setting Grout Pipes

(17.04) The grouting pipe may be set in the concrete as it is placed, or, at the option of the Contractor, a hole may be drilled afterward in each case, and the grout pipe set in it in cement mortar and the mortar allowed to thoroughly harden before the pipe is used. Before using, any obstruction or grout from a previous hole at the inner end of the pipe shall be cut through with a drill to allow the free exit of grout.



Mortar for Grouting

(17.05) In case less than a bag of cement is required per hole the grouting shall be with neat cement mixed with water. If a larger quantity of grout is required it may be mixed of 1 part cement to not more than 2 parts clean fine sand screened or freed from particles more than 1/8" in diameter. Experience in grouting other holes similarly situated may be used in determining whether neat cement or mortar is to be used.

Every Fourth Hole First

(17.06) Grout shall be applied first to every fourth hole. After the grouting of these holes is completed 48 hours shall elapse for setting and thereafter the holes halfway between shall be grouted; at least 48 hours after the completion of this operation the remaining holes shall be grouted.

Pressure

(17.07) The first holes shall be grouted at moderate pressure and the grouting continued and the pressure increased until a pressure of 50 lbs is reached or until the grout comes out of some of the neighboring holes. The same procedure shall be followed with the halfway holes except that the pressure shall be increased at the end to 100 lbs if the grout does not appear before that time some other opening. The final holes to be grouted shall be grouted in all cases to 100 lbs. pressure, and a greater pressure shall be provided and used if the pressure of water in the rock outside the tunnel is such as to make it necessary in order to fill the openings; but the maximum pressure shall not exceed 150 lbs.

More Grouting

(17.08) It is the intention that the grouting previously described should suffice to substantially close the openings left between the concrete and the rock and evidence of this will be found in the small quantities of grout taken by the last holes to be grouted. If, however, the last holes to be grouted in any, or all, parts of the tunnel should be such as to indicate considerable remaining voids, additional holes shall be drilled, and grout pipes set, in any such portions of the tunnel, or in all of it, and the grouting shall be continued until it is apparent that all of the spaces have been filled and that the whole structure is solid to carry pressure and to stand rapidly changing pressure without damage.

Compensation

(17.09) Compensation for grouting shall be the lump sum bid therefor and shall include all labor and materials required for thoroughly grouting the tunnel and closing all spaces between the concrete and the rock that there may be.

APPURTENANCES

Item 18.

(18.01) The work to be done under this item consists in receiving certain equipment to be furnished by the City at the railroad station in Westfield, hauling it to the work and placing it in position, and



in furnishing and placing structural steel work to be built into the concrete and to serve as supports to the trash racks, ladders, and other equipment in the control shaft.

(18.02) It might be extended to include setting the hoisting machinery and guidding the house at the top of the shaft. The details cannot be worked up or specifications drawn until the arrangements are agreed upon with the Turners Falls Power Company, and this sheet is entered at this time as a memoranda of what is to be later added. If the contract should go ahead without its being added, all of this work would be done as extra work.

#### NOTICE OF HEARING

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting May 16, 1928

In the matter of the petition of the City of Springfield for approval under Chapter 253 Section 44 of the General Laws, of certain plans for a dam and specifications for the construction of the same, known as the Cobble Mountain Dam in the Towns of Blandford, Granville and Russell.

The County Commissioners hereby give notice they they will hear the subject matter of said petition and all parties interested at the County Commissioners' office, Court House, Springfield, Massachusetts, on Monday, June 4, 1928 at 10 o'clock in the forenoon.

Charles M. Calhoun  
CLERK.

#### REPORT TO HAMPDEN COUNTY ON STABILITY OF PROPOSED COBBLE MT. DAM, July 1928. REPORT OF ENGINEER

July 5, 1928

The Hon. the Board of County Commissioners  
of Hampden County, Massachusetts,

George S. Cook, Chairman.

Dear Sir:

In compliance with your instructions we have examined, relative to its stability, the plans and specifications, filed for your approval on May 16th last, of the proposed Cobble Mountain dam to be built by the City of Springfield across Little River.

The site of the proposed structure, which is a narrow gorge having steep slopes rising some hundreds of feet above the stream-bed, is about two miles upstream from the present intake reservoir of the City of Springfield in the south-west corner of the Town of Russell.

Its upstream end juts for a short distance across the Russell-Blandford boundary line and is about six hundred feet or thereabouts northerly from the point common to the towns of Russell, Blandford and Granville.

The drainage area of the stream above the proposed dam is, in round numbers, forty-six square miles. Of this area, eight square miles are contributory to the Borden Brook storage reservoir, built by the City of Springfield in 1909. This reservoir is located about two



and a half miles westerly from the proposed dam in the towns of Blandford and Granville. It has a surface area of 213 acres and a capacity of 2-1/2 billions of gallons, impounded by an earthen dam 75 feet in height.

Borden Brook, upon which the reservoir is located, is a tributary of Little River which it enters at a point about six-tenths of a mile upstream from the site of the proposed dam. The latter is also to be an earthen structure built by what is known as the "hydraulic-fill" process. According to the plans, when completed, it will be 235 feet high above the streambed with its top at elevation 965. Its length along the base will be 60 feet and along the top 700 feet. Its width at the base will be 1505 feet and at the top 50 feet. These figures show that its average width will be about twice its average length.

These figures also show that the natural rising slopes of the valley from the stream-bed, against which the ends of the dam will abut, are very steep, being on the average one vertical on 1 1-3 horizontal or about the natural slope of ordinary earth. The slopes of the proposed dam are very much flatter being on the upstream face, on the average one vertical on 3-1/4 horizontal and, on the downstream face, one vertical on 3 horizontal.

The reservoir formed by the dam will have a surface area of 1031 acres and, in round numbers, a capacity of 20 billions of gallons, that is, about eight times the capacity of the Borden Brook reservoir. From it will extend two tunnels, one on the north side of the stream known as the diversion tunnel and the other on the south side of the stream known as the pressure tunnel. The latter will convey the reservoir water to the proposed hydro-electric power house, whence it will be discharged into the present intake reservoir.

The head or portal of this tunnel will be located at a point nearly half a mile away from the site of the proposed dam at an elevation of 135 feet below the top of the dam and 115 feet below the crest of the spillway. Its length will be in the neighborhood of 7000 feet and discharging capacity under full reservoir, 800 millions of gallons or thereabouts per day.

The diversion tunnel, on the opposite side of the stream and now nearly completed, is for the purpose of diverting the flow of the stream during the construction of the dam and of drawing off and emptying the reservoir if ever necessary.

It is driven through the mountain in a location outside the site of the proposed dam, from a point in the streambed 1200 feet or thereabouts above the upstream toe to a point in the streambed 200 feet or thereabouts below the downstream toe. The length of the tunnel is 1550 feet while the length of the stream connecting its ends is about 3000 feet or practically twice that of the tunnel owing to the U-shaped course of the stream. The discharging capacity of this tunnel is 4000 cubic feet per second or a capacity sufficient to discharge the Borden Brook storage in one day.



During the construction of the proposed dam it is expected to by-pass the total flow of the stream through this tunnel without backing up water or forming any pondage except in times of extremely high flood flow.

The construction of this tunnel will obviate the necessity of laying outlet pipes through the proposed dam thus eliminating entirely one of the most troublesome and dangerous accessories of the reservoir earthen dam.

Safe earthen dams can be and have been constructed by the thousand with outlet pipes laid through them, nevertheless, these pipes are always an element of danger and as a matter of fact, more failures can be attributed to them than to any other cause with possibly the exception of inefficient spillways.

This brings us to the spillway of the proposed dam. It will be located, not in the customary place, that is, at or adjacent to one end of the structure, but at a considerable distance therefrom and on the same or south side of the stream as the pressure tunnel. Its crest will be about midway between the dam and pressure tunnel, approximately 1500 feet from either, and its discharging end 2700 feet or thereabouts downstream from the downstream toe.

Considering this latter distance of 2700 feet between toe and discharge end, and the fact that the elevation of the streambed at the latter point is some 50 feet lower than the streambed at the toe, it can easily be seen that there should be no danger of toe erosion from back-wash even in the highest floods.

The crest of the spillway is 135 feet in width and 20 feet lower than the top of the dam, being at elevation 945. From the crest, the spillway gradually narrows and rolls down in an ogee curve for a distance of 165 feet to a point where its width will be 50 feet and its elevation 15 feet lower than the crest. From this latter point it will continue the same width to the top of the slope overhanging the streambed, thence down the slope to the streambed, the distance being about 950 feet or a total distance from crest to streambed of a little over 1100 feet.

The spillway, for a stretch of about 700 feet from the crest, will be in deep rock excavation, running from an average cut of 35 feet to a maximum of 50 feet, and will be crossed by a reenforced concrete arched bridge at a point about 145 feet from the crest.

This bridge will span the channel, thus having no supporting piers therein to obstruct the free passage of the water, and will be set at such an elevation that the inside of its crown will be two feet higher than the top of the proposed dam and 35 feet higher than the bottom of the spillway channel underneath it. From these figures it can be seen that the bridge will offer no obstruction to the free discharge of water in the spillway.

In regard to the discharging capacity of the spillway, computations show that with the height of the reservoir at the "danger line", so to speak, which as computed in this case, should be not less



than 6 feet below the top of the dam, if ample allowance be made for wave action, the rate of discharge over the crest of the spillway, that is, under a head of 14 feet would be three and a half times the maximum recorded rate of flow of Little River at that point.

This rate of discharge over the crest of the spillway would be 465 cubic feet per second per square mile of drainage area contributory, or a rate about three times as high as the maximum recorded rate of the Westfield River in the phenomenal storm of December 1878.

These figures show an adequate factor of safety of spillway capacity without placing any value on the very desirable effect the new storage would have on the flood flows of the stream as they reach the reservoir where their intensities or peaks would be smoothed out, if not entirely dissipated.

To put the capacity of the spillway in another light, it may be said that it would be sufficient, without endangering the dam, to discharge a flood flow of the same intensity as the maximum flow of the Westfield River in 1878, increased by that from the Borden Brook reservoir assuming that the latter were suddenly released and instantly discharged into the new reservoir.

A spillway, then, cut through the solid rock in a location more than a quarter of a mile away from the dam and having a discharging capacity as shown, may be considered a safe, stable and efficient appurtenance of the proposed development.

Because of the height of the rock-ledge walls of the spillway, which as stated will be 35 feet on the average and 50 feet at one point, the danger of rock-slip after the completion of the excavation has to be considered and guarded against, in case there might be any reason to expect such an occurrence.

The plans indicate flashboards 7 feet in height on the crest of the spillway. Inasmuch as there are no details given regarding their type or arrangement, whether fixed or automatic, to be used temporarily or permanently, it is assumed that it was not the intention to have this matter considered by the County now nor probably until after the completion of the dam. This, of course, does not apply to the 6-inch wrought iron sockets inserted in the crest and flush with it to receive the flashboard pins.

In view of the magnitude of the proposed dam, its novel construction, at least in these parts, and the great responsibility incurred by its erection, a few words by way of comparison with other earthen dams may not be out of place here.

The construction of earthen dams is supposed to have begun in Egypt hundreds of years before the Deluge when earthen embankments were constructed for irrigation purposes and for confining the Nile within its banks.

In other eastern countries earthen dams were also constructed at a very early date. Some of these are still in use, like the Veranum dam in India, a structure 12 miles long and forming a reservoir that covers an area of 35 square miles. These primitive structures, however,



were simply mounds of earth built by slaves who carried the material to the site in baskets and consolidated it by tramping it in.

Since the time of the first builder of dams thousand of years have passed in the experience and practice of the art, illustrated unfortunately by many disastrous failures, yet the modern type is still a mound of earth, having changed very little fundamentally from its antedeluvian ancestor.

There is, however, a great difference in the methods of construction inasmuch as the mound is not raised with earth carried and trodden in by slaves but by the steam shovel, truck and roller and by water pressure and water pools.

The original earthen dam was a homogeneous embankment from top to bottom, that is one in which the material was alike throughout. This continued to be practically the sole type of earthen dam until modern times when it was modified by the introduction of an impervious core-wall to cut off percolation through it. For this purpose, British practice especially, favored and still favors a clay puddle core-wall while American practice favored a masonry wall.

Clay puddle core-walls never appealed to the American engineer probably because of the unreliable character of clay which when drying shrinks and cracks and when wet expands and becomes unstable. In the western states of this country masonry cores were seldom used and some of the highest earthen dams were constructed without them. Some decades ago they were very popular in the eastern states especially in New England. Within recent years, however, masonry cores have lost much of their popularity inasmuch as many engineers consider them an element of weakness. One of the objections is that the rigidity of the masonry and the flexibility of the earth produce unequal settlement.

To meet this objection and probably for economical reasons also, where cores are advisable, because of the character of the construction material not being desirable from the standpoint of imperviousness, they are sometimes built of compact surface soil. As an example, the Scituate earthen dam completed in 1926 for the water works of the city of Providence, has a surface soil core 77 feet at its greatest width built in six-inch layers with surface stripping removed from the site of the reservoir. The dam is 3200 feet in length and 100 feet in height above the streambed, with its core extending to the solid ledge in a trench 80 feet deep.

Where the material for its construction is suitable, the homogeneous type of dam is in favor again. Borden Brook dam is a good example of this type for it has no core-wall and the material therein is practically alike and of the same density throughout its whole mass. In the construction work of both the homogeneous and the core types, the earth from the borrow-pit in its natural state, barring stones above a certain size, is deposited in layers and compacted by rolling.



The difference between the two types is, that in the one case, efficiency depends upon the degree of imperviousness and stability of the whole embankment and in the other merely upon the degree of imperviousness of the core-wall and the stability of the embankment on each side to support it in place. There is no difference, however, between these types regarding their foundations as it is just as necessary that the foundations of the one be solid and watertight as of the other.

The homogeneous and the core-wall types, therefore, represented in general all earthen dams of any magnitude until the hydraulic-fill dam, that is, the type under consideration was introduced. This type is a product of the West being originated and developed in the mining regions of California where the methods used in hydraulic mining were applied to earthen dam construction.

These methods were the tearing down of sand cliffs, banks of earth etc. by the application of water discharged through nozzles under pressure, and the removal of the material thus disintegrated by means of water conducted in sluices etc. to some desired point below, where it would be deposited in a semi-liquid condition.

In the application of these methods to dam-construction where the material is sluiced from the banks and deposited in the dam, the construction is called "hydraulic-fill". On the other hand, where the material is not sluiced but hauled in its natural state to the outer edges of the dam and then washed into place by water under pressure, the construction is called "semi-hydraulic fill". Hence the terms, "Hydraulic-fill" and "Semi-hydraulic fill" dams.

The distinction, as seen, applies only to method of construction inasmuch as the results in either case are the same so far as efficiency and stability of the structure are concerned. In the dam in question, according to the specifications, the contractor will be allowed his choice of these methods of construction.

At first, the hydraulic-fill dam was naturally a small structure and, no doubt, built only in a crude way, probably for the forming of temporary ponds in the mining districts. Since then, however, owing to its design and construction being based on more scientific lines regarding safety and efficiency, it has gained greatly in popularity and today where the local conditions are favorable, the hydraulic or semi-hydraulic fill dam is considered an efficient and most economical type of high earthen dam, especially for structures higher than 120 or 130 feet. In the ordinary dam, whether of the homogeneous or core type, when its height goes beyond this, the hauling and placing of the large mass of material required for the construction, is likely to make the cost prohibitive.

Being of western origin, neither the hydraulic nor semi-hydraulic fill dam is as yet very common in New England and it is only a year or so ago that the first, a semi-hydraulic fill was built in Massachusetts. The plans of this dam, known as the Sherman dam, were examined for Franklin County by the writer. It is 100 feet in



hight and was built by the New England Power Company across the Deerfield river at a point about a half mile downstream from the Vermont line.

Previously there were two dams of the same type built by the same company across the head waters of the Deerfield river in Vermont. One of these known as the Somerset dam was completed in 1914 and is 110 feet in hight while the other, known as the Davis Bridge dam, located near Readsboro, was completed in 1923 and is 200 feet in hight. Its length along the top is 1250 feet. Its width at the top is 25 feet and at the base 1300 feet with an average slope on the upstream side of about one vertical on 3-1/4 horizontal and on the downstream side of one vertical on 3 horizontal.

It will be observed that the slopes of this and the proposed dam are similar. It will also be observed that the top of the proposed dam is 25 feet wider than the top of the Davis Bridge dam thus showing that the former is heavier in section than the latter.

When the Davis Bridge dam was completed, and that is only five years ago, it was one of the few very high earthen dams in the world and the highest in New England. When the proposed Cobble Mountain dam is completed it will not only have that distinction, but so far as the writer known will be somewhat higher than the highest earthen dam in the world at the present time.

The hydraulic or semi-hydraulic fill dam, like the ordinary masonry core structure described above, consists also of a core and two embankments. The core, however, is much larger in the hydraulic type, being generally the middle third of the dam, or at least having a width not less at any point than the hight of the dam above that point. It is formed in a pool of water maintained between the embankments.

Both core and embankments are constructed of the natural earth brought to the site of the dam by sluicing or hauling and deposited on the outside of the embankments whence it is washed towards the middle of the dam, the coarsest material remaining at the outside while the rest is carried by the water, gradually sinking as it flows, the coarser first, the medium next and the finest last at the center of the pool. This last on precipitation forms the impervious core while the coarser material forms the embankments which become more and more pervious towards their toes.

If the particles forming the core are very fine the core may be so completely watertight that it may take a long time, even years, after the structure is completed, before it drains and becomes hard or thoroughly consolidated. The grade of fineness, therefore, of the particles of the core material is most important in the construction of the hydraulic-fill dam since on the one hand, the particles must be small enough to make a watertight core and on the other hand of such size as to allow drainage in order that consolidation may occur within a reasonable time.



The core in a semi-liquid condition is much heavier than water and therefore exerts a greater pressure upon the embankments supporting it than if the semi-liquid were replaced by water.

Water pressure against a dam does not depend upon the volume of water in the reservoir formed thereby, even though the reservoir may extend for miles around, but upon the height of the water at the face of the dam. Similarly, the pressure exerted by the semi-liquid core against both embankments depends upon its height and not upon its volume.

In the construction work, therefore, if the completed core were still a semi-fluid or even plastic, the pressure on each embankment would be greater than any water pressure on the dam after completion. Accordingly, the hydraulic-fill or semi-hydraulic-fill dam is weakest during construction, because at this time it is nothing more than two slender embankments, so to speak, each resisting a pressure, which even allowing for the partial consolidation of the core that experience has shown occurs, would at least equal any water pressure against the completed dam. If, then, the hydraulic-fill dam or semi-hydraulic-fill dam bears up under construction its stability has been tested and a factor of safety established.

The factor of safety of the proposed dam, as computed appears to run from 2-1/4 during construction to 5-1/2 on consolidation of the core. It may be stated here, however, that mathematical reasoning and mathematical results on this point cannot be more than roughly approximate, because of the assumptions that have to be made on account of the changing condition of the core, weight of the embankment material, coefficients of friction, etc.

Nevertheless, the figures given may be considered conservative for they do not take into account the stabilizing effect of the reinforcement of the upstream embankment by an independent rockfill toe, 72 feet in height nor of the rock-fill wedge under the downstream embankment for increasing frictional resistance nor of the reinforcement of the downstream embankment by another rock-fill toe 50 feet in height faced with an arched concrete retaining wall 35 feet in height.

The core, whose center is about 50 feet upstream from the center line of the dam, is 230 feet in width at its base and 40 feet in width at its top with an average slope of 10 on 5-1/2 on its upstream side and 10 on 1-1/2 on its downstream side. It is of the minimum size used in practice as its width at any point is slightly less if anything than the height of the dam above that point. This, however, is not detrimental to the stability of the dam.

As a watertight structure depends entirely upon the core, the construction of the latter according to the specifications is to be kept under vigilant inspection and its material continually tested in order that it will be of the proper quality regarding the size and fitness of its particles, upon which so much depends relative to the stability and imperviousness of the dam. Its stabilizing condition



shall also be under constant inspection as on the pool a scow will be kept from which two men will test the core by the "pipe method", so called, that is, seeing how far they can push a 1-1/2 inch pipe into it at different points.

In the construction of dams and in fact in all other kinds of construction work a solid foundation, it is needless to say, is of the first importance. It is most fortunate, then, that the foundation of the Cobble Mountain Dam is a very desirable one since not only the core but practically the whole dam is to rest on the solid rock. To make this connection possible, all the earth on top of or covering the rock within the site of the dam, with the exception of a fringe around the perimeter, will be used as material for and sluiced into the dam.

To make a solid watertight bond between the core and the ledge any soft or defective rock within the core zone will be removed and a cutoff trench 80 feet wide will be excavated across the bed of the stream carried in diminishing widths to the top of the dam. The depth of the trench is not fixed in the specifications as this will be governed by the quality of the rock as the excavation proceeds. Its minimum depth, however, is fixed at 5 feet. Where it crosses the streambed and also up the slopes if necessary, it will be grouted.

For greater assurance that a watertight joint will exist between core and foundation, concrete cutoff walls will be built in the bottom of the trench across the streambed and up the slopes. These walls will extend in dowel fashion, so to speak, into both foundation and core thus breaking the joint between the surfaces and cutting off any water following the rock surface. With a foundation as described, and the methods to be used for bonding the dam thereto, it does not seem as if there could be any danger to the structure from this source.

In conclusion, the results of the analyses of the proposed dam, regarding its stability, show that all the criteria laid down by the best practice for a safe structure of this type have been complied with. Firstly the dam will rest on a solid rock foundation to which it will be thoroughly bonded. Secondly it is of heavy section having a substantial factor of safety, with its toes reenforced with rock-fill and masonry and its faces protected from erosion etc. by an adequate rock-fill rip-rap; Thirdly, it will have no outlet pipes or any other kind of openings to threaten its safety. Fourthly, it will have an ample spillway located away from the dam. Fifthly, it will have a high factor of safety against high water and wave action overtopping it, and last but not least, its construction will be of such a type that when completed, its stability can be considered as already tested and assurance given that from that time forward it will be ready to carry the burden for which it was designed.



In view of these facts and assuming that the construction work will be faithfully performed in the manner specified, the plans and specifications are recommended for your approval with the suggestion that consideration of the flashboards be deferred pending filing of the details as explained on page five.

In making this recommendation, it may be stated that in the analyses of the plans and specifications and also in comparing the plans with those of other dams of the same type that are rendering good service, the heavy responsibility placed upon the County has always been kept in mind because of the magnitude of the proposed structure, its rather novel type of construction in this locality and the consequences that might follow its failure.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 18, 1928

In the matter of the Petition of the Board of Water Commissioners, City of Springfield, for approval of plans and specifications for the construction of the proposed Cobble Mountain Dam in Blandford, Russell and Granville, Massachusetts, said petition being dated May 15, 1928, the Commissioners having caused public notice to be given to all parties in interest by publication in the Springfield Republican, Springfield Union and Westfield Valley Herald, that they will hear all parties desiring to be heard, and having notified particularly and especially the following;- City Clerk of Springfield, Board of Water Commissioners Springfield, City Clerk of Westfield, Town Clerk of Agawam, Town Clerk of West Springfield, Town Clerk of Blandford, Town Clerk of Granville, and the Town Clerk of Russell, and having heard all parties desiring to be heard, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer for the County Commissioners, and the said James L. Tighe having reported in writing as his report dated July 5, 1928 is on file with the case, after due consideration, the Commissioners approve said plans and specifications in accordance with the report of said James L. Tighe, with the understanding that the Commissioners shall appoint inspectors to be constantly engaged during the work of construction.

George S. Cook )  
John G. Maxfield ) County  
Commissioners  
of the County  
of Hampden.

Commissioner Hall dissented.



HAMPDEN COUNTY  
SUPPLEMENTARY REPORT  
COBBLE MT. DAM  
Dec. 1928

December 11, 1928.

The Hon. the Board of County Commissioners,  
of Hampden County, Massachusetts,  
George S. Cook, Chairman.

Dear Sir:

In accordance with your instructions I have made an investigation relative to the question concerning Cobble Mountain dam. This question is set forth in a letter from Representative Charles J. Little of which the following is a copy:

Westfield, Massachusetts.

November 23, 1928.

George S. Cook, Chairman,  
Board of County Commissioners,  
Springfield, Mass.

Dear Sir:

On October 26 the Springfield Evening Union referred to the Cobble Mountain Dam as a "rock-filled" structure and since that time there has been considerable talk as to whether or not this was the type advocated before the Legislature, and later approved by your Commission.

It would appear that there are two parties who should know the nature of this contract - first, the Springfield Board of Water Commissioners, and second, the contractors to whom the contract was awarded. May I ask that your board make an early investigation, and make your report public so that this matter can be settled.

Respectfully yours,

Charles J. Little.

In regard to that part of the question relative to the legislature, I am unable to say what type of structure was advocated there as I was not present at any of the proceedings. I can certainly say, however, that the type of dam for which plans and specifications have been approved and are now on file with the County is not a rock-fill but a hydraulic-fill type of structure.

There is a great difference between these two types. In the rock-fill type the main body of the dam is constructed of unclassified loose rock dumped in place with little regard to watertightness. This is generally accomplished otherwise, by various methods such as by covering the upstream face with planking, concrete slabs etc. or by inserting an impermeable core of concrete or metal protected by asphalt or concrete.

Another method for making a rock-fill dam comparatively watertight is by backing it with earth. The diversion dam just completed at Cobble Mountain and which is to form the upstream toe of the



Cobble Mountain dam is, if looked upon as a structure in itself, an example of the latter. As the body of this dam is also more or less typical of all rock-fill structures, a sectional drawing of it is shown in Fig. 1 appended.

From the standpoint of stability the principle of the rock-fill structure is sound. It is not favored very much, however, except in canyons in the west where the cost of other types would be prohibitive. One serious drawback to the rock-fill structure is the probable high seepage or leakage therefrom which is a very important consideration in the case of dams built for storage purposes.

In the hydraulic or semi-hydraulic fill type, the main body is, unlike that of the rock-fill type, an earthen embankment hydraulically deposited which contains an impervious earthen core of large dimension and has its toes reenforced with heavy rock-fill, especially in the higher structures.

The difference between these two types, therefore, is so very obvious, since the body of one is constructed of loose rock and the other of earth, that there should be no question about the plans of Cobble Mountain dam approved by the County being anything other than those of a hydraulic-fill structure.

A more elaborate description of the hydraulic-fill type and a comparison of it with the other standard types of earthen dams, as well as an explanation of the difference between the hydraulic and the semi-hydraulic fill dam is given in my report to the County dated July 5th, 1928 recommending the approval of the plans and specifications of the Cobble Mountain dam.

In order to make certain that the contract for the construction of the Cobble Mountain dam calls for a hydraulic-fill structure in accordance with the plans and specifications approved by the County, arrangements were made with the Springfield Water Dept. officials by which I was enabled to make an examination of the contract signed by the representatives of the City of Springfield and Winston & Co. Inc. contractors for the construction of the dam.

In this examination I compared the plans and specifications approved by the County with those incorporated in the contract and found no difference between them.

The contract, however, shows that the contractor has availed himself of the option of increasing the rock-fill in the toes as set forth in the typewritten specifications approved by the County under items 6 & 7 section 6.39 and in the printed contract specifications under items 6 & 7 Section 6.40, page 45, this section reads as follows:

"The contractor may if he desires substitute an additional amount of rock fill for a corresponding amount of sluiced material and this substitution may be carried to a point where 40% of the entire volume of the dam will be of rock fill placed dry. In such case the engineer will make a new design for the dam, which shall thereafter be followed. The rock fills shall be carried up to be at all times flush with the hydraulic fill parts of the dam.



and shall be thoroughly joined by sluicing material against the rock fill near the points of junction."

Apparently the contractor, in studying the whole problem of construction and the best methods to follow in handling the material, found that it would be more economical to increase the rock-fill to a point about 21% of the entire volume of the dam if not to 40% as permitted by the specifications; that is, to increase the rock-fill about 10% of the entire volume more than the amount shown on the approved plans since the rock-fill shown on these is about 11% of the total volume.

Increasing the rock-fill to this extent provides the contractor with more beach area for handling and sluicing into place the classified earth material, as an adequate beach area is a large factor toward efficiency in this class of work.

Fig. 2 appended indicates the rock-fill as shown on the plans approved by the County, while Fig. 3 indicates the increased rock-fill decided upon by the contractor in pursuance of the option allowed him by the specifications.

The next point to consider is what effect this increase of rock-fill will have upon the stability of the dam. As a result of its greater weight the safety factor will be increased especially during the construction work when the pressure on the toes and shoulders of the dam is greatest, even greater than any subsequent pressure on the dam under full reservoir. Why this is the case is explained in my report already referred to recommending the approval of the plans and specifications of the dam.

Before concluding I may state that I have visited the site of the dam and saw that little save preparatory work has been done as yet except on the pressure tunnel which is driven about five hundred feet. Some work has also been done, but not much more than a beginning, on the cutoff concrete walls and on the foundation work of the downstream masonry retaining wall.

Respectfully submitted,

James L. Tighe

REPORT FROM CHAS. T. MAIN, INC., ENGINEERS

May 28, 1931

The Honorable Board of County Commissioners  
of Hampden County, Massachusetts  
Gentlemen:

In compliance with your request of April 4, 1931, that I serve as one of a board of three engineers to examine and report on the safety of the Cobble Mountain dam, I have made three visits to the scene of operations in company with the other two engineers, Messrs. Goodnough and Smith, and have carefully examined into all the features of the development. I have also gone over the plans and specifications for the dam. I herewith submit my report.



In addition to these recent investigations, I have previously gone over the plans and specifications for the purpose of checking the design, and have made visits to the work to ascertain if the requirements were being properly carried out.

The dam is of earth and built by what is known as the "hydraulic-fill" method. Its general dimensions are as follows:

Length along the base about 70 ft. and along the top about 700 ft.

Width at the base about 1505 ft. and at the top 50 ft.

The top is at elevation 965, which makes the height about 235 ft. above the bed of the river.

The dam is being built in a gorge in the river, in which there is rock across the stream and on both sides to a height greater than the height of the dam. This rock was carefully and thoroughly examined and found to be suitable for the foundation of the dam. All loose rock has been, or will be, removed as the work progresses.

A sufficient amount of drilling and grouting has been done to fill the seams and to make the rock at the dam watertight.

In addition to the grouting, two trenches have been excavated across the bottom and one up the sides, and concrete cut-off walls built.

At the lower end of the dam a heavy concrete wall has been built.

All of these conditions and work have assured a suitable foundation on which to build the earth dam.

The requirements of a hydraulic-fill dam are:

1. That the core shall be composed of material sufficiently fine to cause the seepage of water through it to be extremely slow, but at the same time coarse enough to allow it to slowly drain itself and consolidate.
2. That the dimensions of the core shall be such as to prevent the seepage of water through it in any amount to be unsafe or objectionable.
3. That the toes of the dam be of sufficiently coarse material to allow the drainage of water through them.
4. That the dimensions shall be sufficient to hold the core and to insure a stable structure against the pressure of water above the dam.

So many dams have now been built as to make it possible to determine the range of suitable materials for the core and toes.

Before it was decided to build this dam of earth, a large number of explorations were made to determine if there was an ample amount of suitable materials within reasonable distances from the site. This was found to be the case.

The disposal of the material in the dam is of the utmost importance. The greatest of care has been given to the selection of materials from the borrow pits so that there will be the proper grade of materials delivered and tests are continuously made of the material after it is deposited. Any deviations from the standards are immediately corrected. Greater care has been taken in the selection and



placing of materials in this dam than in any other dam that has been built within my knowledge.

There have been some failures of hydraulic filled earth dams, but these failures have always occurred during construction. There have been no failures to my knowledge of hydraulic filled earth dams after completion.

Some question has been raised with reference to the rock fill on account of the presence of mica. This rock is dense and heavy. Such rock in large units, as is being used in the dam, will not disintegrate.

The spillway is located away from the dam and constructed on a rock foundation with a concrete crest of heavy construction and continuing through rock for about 900 ft. in all.

The area of the watershed above the dam is about 46 square miles. The spillway has a capacity of nearly double the flow which would result from any recorded flood in New England, and more than three times the maximum recorded flood in the Westfield River.

On top of the spillway there will be flashboards 7 feet high. They will be of the type known as "pin flashboards", the boards being kept in place by vertical pins or pipes set into the top of the spillway. This type has been used successfully for a great many years in a great many places. The pins are of such a size and spacing as to bend over at predetermined heights of the water and let the boards go down the stream. According to our estimates, the boards will go out at a little less height of water than the design shows. The design has my approval.

There is a diversion tunnel for use during the construction of the dam and for drawing down the pond afterwards, if desired, and a tunnel for conveying water to the hydro-electric plant further down the river. Both of these are located at such distances from the dam as to have no effect upon it.

#### SUMMARY AND CONCLUSIONS

The people living in the valley below the Cobble Mountain dam may rest assured that they will not be in any danger from failure of the dam. The possibility of failure of the dam is beyond conception, for the following reasons:

1. A great many earth dams have been built and there is no record of a failure, after it has been put into service, of any such dam which has been properly designed and built with any degree of care.
2. I have carefully examined the plans and specifications for this dam; have carefully examined the site of the dam and reservoir, the materials available for construction, and the methods used in selecting and placing the material.
3. The design of this dam was made under the supervision of the late Allen Hazen, one of the best engineers in this country, and is such as to insure stability if properly constructed with proper materials. The plans and specifications have my approval.



4. The location of the dam and the foundation for the same are excellent.
5. The materials entering into the construction are suitable for the various parts of the dam where they are used.
6. The materials are being more carefully selected and placed than in any other dam which has been built, so far as I have any knowledge.
7. The spillway is ample to discharge about three times the amount of water from the greatest flood on record. The flashboards will go out at the predetermined height of water.
8. Any other structure connected to or a part of this development will not have any effect upon the stability of the dam.
9. This work is being carried out under the direction of Mr. E. E. Lochridge, Chief Engineer, Municipal Water Works, Springfield, Mass., and his able assistants, and is being closely followed by Mr. Everett, who was formerly Mr. Hazen's partner. It is being checked by Mr. James L. Tighe, Engineer for the County Commissioners, and his able assistant. My acquaintance with the work of Messrs. Lochridge and Tighe, covering many years, is such as to give me great confidence that this work will be carried through properly.

I, therefore, report that in my opinion the dam, when completed, if the construction is carried on as it has been so far, and I have every reason to believe that it will be, will be absolutely safe.

Respectfully submitted,

CTM K

Charles T. Main

REPORT FROM J. WALDO SMITH, ENGINEER

May 27, 1931

The Honorable, The Board of County Commissioners  
of Hampden County, Massachusetts,

Hon. Edward J. Stapleton, Chairman.

Dear Sir:

In accordance with your request, I have made an examination of the Cobble Mountain dam with the view of reporting to you as to its safety as a structure, the methods of carrying on the work, and its stability.

After carefully reading and rereading the admirable report, dated July 5, 1928, of your Chief Engineer, who has described with commendable clearness and intelligence all the features of the dam and appurtenant structures and has discussed in painstaking detail all the practical and technical features of the project, repetition is unnecessary and would serve no useful purpose, particularly as I



have been acquainted with Mr. Tighe for over forty years and know him to be a conscientious and resourceful engineer of sound judgment and practical common sense. After a check in the field of all the points discussed I approve his report.

I have visited the dam on three previous occasions and have noted the conduct of the work and other features. I have now made additional examinations and a more complete survey.

After carefully observing the methods used, the quality of materials, the care exercised in every operation and detail, the complete laboratory investigations and the extreme care in checking every detail; considering also the facts that the rock foundation and the sides of the gorge ( which are being carefully cleaned and thoroughly grouted as the work progresses) are excellent, that the spillway is ample and some distance from the dam, the conservative slopes of the dam, the heavy rock fill at the upstream toe and the ample provision for drainage on the downstream side of the core through a heavy layer of stone filling extending from the core to the downstream toe, as well as the close observance of the provisions of the specifications and contract, and all the other features, including concrete cut-off walls across the foundation and up the sides of the gorge, I will stake my professional reputation and experience of fifty years that there is not a shadow of a doubt that the dam is safe, stable and everlasting. With the choice of the ideal materials at hand, man has aided nature in carrying out this work. Every precaution has been taken and the result is a safer and more stable structure than has previously been built. The dwellers in the valley and the plains below need have no fears or misgivings of a catastrophe and may peacefully slumber without apprehension.

There is another consideration that further strengthens my belief in the perfect safety of the dam. The design, contract and specifications were made by Allen Hazen, one of America's greatest and most conservative engineers. As long ago as 1908, when I was with him on the ground, he forecast that a high dam would later be built on the present location and he had it in mind thereafter. During the intervening period he made extensive studies to determine the best methods of constructing hydraulic fill dams so as to make them safe and satisfactory in every respect. Whatever he did was sound in principle and practice. In this last dam which he designed he brought all the information available together and analyzed it with infinite patience and care, so that the highest earth dam should be as nearly perfect as possible. Unfortunately, Mr. Hazen has passed to the great beyond and we regret the loss of so able and useful a man before the completion of his plan. You are fortunate, however, that the completion of the work is ably directed and carefully supervised by the engineering organization of the Springfield Board of Water Commissioners.

Progress toward perfection is a slow growth and this has been so with the construction of dams of the type under consideration. Since



Oct. Meeting 1935

about 1890, when I first saw one under construction, taking it by and large, each successive one built had some additional point of excellence. I have statistical records of a great number of these dams, many of which I have seen during construction or in use. To the best of my knowledge and belief no dam that has been constructed by the hydraulic or semi-hydraulic method has ever failed.

Respectfully submitted,

J. Waldo Smith

REPORT OF X. HENRY GOODNOUGH, INC.  
ENGINEERS

May 27, 1931

To the Board of County Commissioners

Hampden County

Springfield, Massachusetts.

Gentlemen:

In accordance with your instructions I have considered the question of the stability of the Cobble Mountain Dam now under construction by the City of Springfield, across Little River in the town of Blandford, and present the following report:-

I have had occasion to follow the development of the Little River Water-shed as a source of water supply for Springfield and surrounding towns since the plan was first suggested by Mr. Hazen many years ago. Lately I have made further examinations of the Dam, of the materials used in its construction, of the placing and arrangement of the materials and of the methods of observation and inspection used to insure the proper carrying out of the plans and specifications. I have also read the very able report of your Engineer, Mr. James L. Tighe, which covers very clearly all the essential features of the Dam and its appurtenances and I endorse fully the statements and conclusions reached in that report.

The Dam is designed to form a Reservoir having an area within its flow-line at elevation of 945 of 1031 acres and a capacity of about 20,000,000,000 gallons. By placing flash-boards seven feet in height on the overflow, the area of the Reservoir would be increased to 1130 acres and its capacity to 22,287,000,000 gallons.

The water-shed of the Reservoir above the Cobble Mountain Dam will have an area of 45.8 square miles including the 8 square miles which are tributary to the Borden Brook storage Reservoir situated within this water-shed about 2 1/2 miles westward of Cobble Mountain.

The dimensions of the Cobble Mountain Dam are as follows:-

Length along base	70 feet
" " top	700 "
Width along bed of stream	1505 "
Width across the top	50 "
Elevation of the surface of the rock beneath the Dam	715 "
Elevation of flow-line	945 "
Elevation of top of the Dam	965 "



The Dam is being constructed of earth by the so called "hydraulic-fill" process in a deep mountain gorge with solid rock beneath and across the valley and up both ends of the Dam to levels well above the flow-line. The rock was originally covered with a thin layer of earth which has been removed and such portions of it as were found suitable have been used in the construction of the Dam. In preparing the foundation all loose rock has been removed, the seams thoroughly grouted and two concrete walls constructed across the bottom of the valley beneath the Dam and a concrete wall extended up the sides to the top. The walls extend several feet down into the rock and rise several feet into the material of which the Dam is composed.

The site is naturally a favorable one and with the work done and the care taken in connection with the preparation of the site there can be no question as to the safety of the foundations of the Dam.

Earth Dams are common enough everywhere and Earth Dams of the "hydraulic-fill" type have been in existence for many years. Their essential features are:-

1. A core consisting of material sufficiently fine to make seepage of water through it very slow, but at the same time coarse enough to drain in a reasonable time.
2. That the thickness of the core shall be sufficient to prevent water from draining through it rapidly in such amounts as would be objectionable and would reduce the amount of water which it is the purpose of the Dam to retain.
3. That the material on either side of the core shall be coarse enough to drain rapidly and that it shall become gradually coarser toward the toes of the Dam.
4. That the thickness of the sections of the Dam on either side of the core shall be ample to insure a stable structure.

The selection of the type of Dam to be adopted for any given location depends commonly not only upon the circumstances of the location, but upon the character of the materials available for its construction. In this case, huge glacial deposits of sand and gravel are found within the limits of the Reservoir and a thorough test of these deposits indicated in the beginning that they contained material of excellent quality for the purpose of constructing a "hydraulic-fill" dam. This material is so abundant that it has made practicable a very satisfactory selection of the right material for the purpose. Sand and gravel in these deposits is unmixed with organic matter and the sands are clean and sharp down to the smallest particles.

The material is washed into the Dam in such a way as to cause the coarsest portions to settle near the outer slopes, the sizes gradually diminishing until the fine material is deposited in a central pool of water in which the core is formed. The character of the material, both in the spoil banks from which it is taken and after its deposit in the Dam itself, is subject to very frequent inspection and analyses by different methods to insure its suitability for the purpose



and its proper placing in the Dam and special care is taken that the core shall be fine enough to prevent the loss of water, but coarse enough to allow for drainage and consolidation within a reasonable time.

The up-stream embankment of the Dam is reinforced by a rockfill toe 110 feet in height, and the down-stream by another rockfill toe 126 feet in height faced with an arched concrete retaining wall 14 feet wide at the top and 24 feet at the bottom rising 35 feet in height above the river bed with a rockfill wedge under the down-stream toe to increase frictional resistance and provide ready drainage. The slopes of the Dam are conservative and adequate for the purpose and the heavy rockfill at each toe of the dam provides extra security.

During the construction of the Dam the flow of Little River is being carried in a tunnel through rock beyond the northerly end of the Dam and discharged into the river at an adequate distance below the down-stream toe. There is no pipe or conduit of any kind passing through this Dam thus avoiding a condition which has often been found to be a source of weakness in such structures.

Most important of the appurtenances to a dam and reservoir is an adequate and properly placed overflow, the lack of which has been among the most important of the causes of the overthrow of dams which have failed. In the case of the Cobble Mountain Reservoir the location of the over-flow is a most favorable one since it is located well away from the Dam on the opposite side of the mountain about 1500 feet distant from the Dam. The over-flow stream leads to the river about one-half a mile down stream from the toe of the Dam where the elevation of the stream bed is so much lower that there is no danger that water from the over-flow even in the highest freshets will wash back to the toe of the Dam. The spillway is excavated in solid rock for a length of some 900 feet with a concrete crest of heavy construction at an elevation of 945 or 20 feet below the top of the Dam. With the water at grade 958, the spillway will carry about 23,000 cubic feet per second or about 520 cubic feet per second per square mile of watershed. This amount is about three times the flow of the great freshet which inundated Westfield in 1878 but this does not take into account the favorable effect of the Reservoir in equalizing the flow of the water under such circumstances so that provision is made for freshets of much greater volume than in the case of the Westfield freshet of 1878 or the more recent great freshet of 1927.

About 1500 feet south of the spillway and 3,000 feet from the Dam is the entrance to the Diversion Tunnel from which water will be conveyed to the power house at the upper end of the Diversion Reservoir of the City of Springfield. The capacity of this tunnel would also be available to draw water from the Reservoir in time of extreme freshets and would add further to the available means of handling freshets.

The construction of dams by the "hydraulic-fill" method, begun some forty years ago, has been increasingly following in the



installation of new works since that time and many such structures are now in use as shown in the appended Table which gives a list of the higher dams now in existence in this country. There is no record that any "hydraulic-fill" dam has ever failed after the filling of the Reservoir which it was designed to create.

One of the very important circumstances to be taken into account, in considering the safety of this Dam, is the character and experience of those in charge of the work. Mr. Hazen, one of the greatest and most conservative Engineers of his time, designed the Cobble Mountain Dam, prepared the contract and specifications and watched the work until his death last year. He began the study of the properties of soils more than forty years ago and thus brought to the design of this structure the experience of a lifetime devoted to similar work. The carrying out of the plans since the beginning has been in the capable hands of Mr. Lochridge, an Engineer of great experience and of thorough acquaintance with this scheme since its inception many years ago, with a staff of experienced and well trained assistants, insuring continued thoroughness in the carrying out of the work. Finally the plans and specifications have received the approval of Mr. Tighe, your Engineer, and have been subject during construction to his careful inspection. In selecting an Engineer of the eminent qualities of Mr. Tighe for this work, your Board has followed the best possible course in carrying out the laws provided for the protection of the public safety in such matters.

Finally, the results of a careful consideration of the plans and specifications and of a thorough investigation of the records of materials used, together with a study of the actual character of the materials of which the Dam is composed, its generous dimensions, the omission of any pipe line or other channel through it, and the great capacity and excellent location of the overflow, lead inevitably to the conclusion that the Dam is unquestionably safe, and that the people living in the valley below it are amply protected and need have no fear of any possible danger from the failure of this Dam.

Respectfully submitted,

X. H. Goodnough

Consulting Engineer

#### HYDRAULIC FILL DAMS

##### List of Large Dams of all Types of Construction

Name	Location	Type	Height Feet	Volume Cu. Yd.
Boulder	Arizona- Nevada	Concrete gravity	700	
San Gabriel	California	Congrete arch gra- vity	500	3,800,000
Owyhee	Oregon	" " " "	405	550,000
Diablo	Washington	" " " "	400	275,000
Pacoima	California	" " " "	380	238,000
Pardee	"	" " " "	357	615,000
Arrowrock	Idaho	Rubble conc. arch gravity	349	585,130
O'Shaughnessy	California	Cyclopean masonry, arch gravity	344	390,223



Name	Location	Type	Height Feet	Volume Cu. Yd.
Exchequer	California	Concrete arch		
Salt Springs	"	gravity Rockfill, concrete	330	440,000
Shoeshone	Wyoming	face	330	3,000,000
Kensico	New York	Rubble concrete arch	328	78,576
Elephant Butte	New Mexico	Cyclopean masonry, gravity	307	900,000
Horse Mesa	Arizona	Rubble concrete gravity	306	605,200
Dix River	Kentucky	Conc. variable radius arch	305	147,357
Lake Pleasant	Arizona	Rockfill	275	1,747,000
Coolidge	"	Conc. multiple arch	256	72,000
Cobble Mt.	Massachu- setts	" " dome	249	187,000
Tieton	Washington	Hydraulic earthfill	245	1,800,000
Calaveras	California	Earth and rockfill	222	1,995,000
Gatun	Canal Zone, Panama	Semi hydraulic fill	240	2,700,000
Saluda	So. Carolina	Earthfill	115	22,958,000
Wachusett North	Massachu- setts	Semi hydraulic fill	208	11,000,000
Dike	"	Earthfill, sheetpiling core	80	5,500,000
Englewood	Ohio	Hydraulic earthfill	120	3,500,000
Standley Lake	Colorado	Earthfill, puddled core	113	3,250,000
Lower San Fernando	California	Semi hydraulic fill	123	2,713,000
Scituate	Rhode Island	Earthfill	180	2,500,000
San Pablo	California	Hydraulic earthfill	110	2,250,000
McKay	Oregon	Gravel fill, conc. paving	160	2,313,000

#### Hydraulic Fill Dams

		Height	Length	Base Thickness	Cu. Yds.
Germantown, Miami	Conservancy	110	1200	665	800,000
Englewood	"	125	4700	785	3,600,000
Lockington	"	78	6400	415	970,000
Taylorville	"	78	3000	415	1,130,000
Huffman	"	73	3300	380	1,350,000

Name	Location	Type	Height Feet
Calaveras	California	Semi-hydraulic fill	240
Terrace	Colorado	Conc. core-wall and pud- dled core. Hydraulic fill	180
Linville	No. Carolina	Semi-hydraulic fill	160
Paddy Creek	No. Carolina	Puddled semi-hydraulic fill	160
Patillas	Porto Rico	Semi-hydraulic fill	135
Ochaco	Oregon	Hydraulic sluicing	126
San Leandro	California	Puddled Hydr. sluicing	125
Catawba	No. Carolina	Semi-hydraulic fill	120
Englewood	Ohio	Hydraulic fill	124
Druid Lake	Maryland	Puddled core	119
Standley Lake	California	Puddled core, no rolling	113
Gatun	Panama	Semi-hydraulic fill	115
Germantown	Ohio	Hydraulic fill	107
Quemahoning	Pennsylvania	Hydraulic sluicing	106
Somerset	Vermont	Semi hydraulic fill	105
Crane Valley	California	Hydraulic sluicing	100
Pilarcitos	California	Puddled core. Rolled layers	95
Temescal	"	Puddled core	95
San Andreas	"	" " Rolled layers	93
Lewiston Sweetwater	Idaho	Semi-hydraulic fill	85
Forrest Park	Mayland	Puddled core	87
Cold Spring	Oregon	Hydraulic sluicing	82
Taylorville	Ohio	Hydraulic fill	78
Lockington	"	"	78
Dobbins Creek	California	"	77
Upper Crystal Springs	"	Puddled core. Rolled layers	75
Sanguijuela	New Mexico	Semi-hydraulic fill	75
Huffman	Ohio	Hydraulic fill	73
Lake Francis	Colorado	Hydraulic sluicing	70
Zuni	New Mexico	"	70
Junction	Michigan	Hydraulic fill conc. dore	61
Conconully	Idaho	Hydraulic fill	59
Jackson Lake	Wyoming	Hydraulic fill	45



The Deerfield River hydraulic fill dams are as follows:

Name	Location	Height	Year	Billion gal. capacity
Searsburg	Vermont	50		
Somerset	Vermont	105	1914	20.75
David Bridge	Vermont	200		39.67
Sherman	Massachusetts	100	1927	

Additions or changes in the information on the hydraulic fill dams listed in Am. Society of Civil Engineers Transactions, Vol. 87, 1924, page 59, are the following:-

Name	Location	Height	Length	Base	Cu. Yds
Coquitlam	Vancouver	98'			Hydraulic fill
Abaud	California	94'			" "
Titton	Washington	230'			" "
Big Meadows		108'			" "

#### FINAL REPORT OF ENGINEER

December 6, 1935

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.  
Thomas J. Costello, Chairman,  
Dear Sir:

I recommend for your acceptance the Cobble Mt. earthen dam built by the city of Springfield across Little River in accordance with the plans and specifications approved by the County on July 18th, 1928. Since the structure was completed the storage reservoir formed thereby has filled and has been in service.

Respectfully submitted,

James L. Tighe

#### FINAL DECREE

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

In accordance with Chapter 253 Section 44 of the General Laws of Massachusetts, we submit herewith plans and a draft of specifications of the proposed Cobble Mountain Reservoir and Dam in Blandford, Russell, and Granville, Mass.

The reservoir is to be the principal storage on the Little River Water Supply of the City of Springfield. These plans cover the completion of the project, the preliminary stages of which were duly approved by your Board under date of July 27, 1927. The plans submitted are serially numbered and entitled:-

- 5903 - Sheet #1 - General Plan of Cobble Mt. Reservoir
- 5904 - Sheet #2 - Map showing Cobble Mt. Test Pits
- 5905 - Sheet #3 - Contour Plan
- 5906 - Sheet #4 - Dam - Plan and Sections
- 5907 - Sheet #5 - Dam - Sections
- 5908 - Sheet #6 - Dam - Miscellaneous Sections
- 5909 - Sheet #7 - Dam - Cut-off Trench and Stripping



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- 5910 - Sheet #8 - Dam - Work to be done before sluicing is started
- 5911 - Sheet #9 - Dam - Concrete Wall at Lower Toe
- 5912 - Sheet #10 - Spillway-Plan and Profile
- 5913 - Sheet #11 - Spillway-Plan and Sections
- 5914 - Sheet #12 - Spillway Bridge - Plan and Elevation
- 5915 - Sheet #13 - Spillway Bridge-Sections
- 5916 - Sheet #14 - Closing of Diversion Tunnel - Plan and Sections
- 5920 - Plan showing Supply Works as they will be after works now proposed are completed.

We respectfully request your approval of these plans and specifications.

May 15, 1928.

City of Springfield, Mass.  
Board of Water Commissioners  
By Elbert E. Lochridge  
Chief Engineer.

Petition in this case was entered on the sixteenth day of May in the year of our Lord One Thousand Nine Hundred and Twenty-Eight, when the said petitioner filed certain plans and specifications for approval of the proposed Cobble Mountain Reservoir and Dam in Blandford, Russell, and Granville, Massachusetts, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on July 5, 1928 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on July 18, 1928.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the construction and to make a final report on the construction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 6, 1935 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

December 11, 1935

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Korzen, Paul, Petr.  
for approval of plan  
and specifications for  
the construction of a  
dam in Agawam on land  
belonging to him ac-  
ross a small stream  
on his property.

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Plan in Book 8, Page 95  
Supplementary Plan in  
Book 8 Page 94.

Springfield, Mass.  
October 15, 1929.

To the Honorable Board of County Commissioners for the County of Hampden:

The undersigned submits plan and specifications for the construction of a dam in Agawam on land belonging to me across a small stream on my property and prays your Honorable Board to approve same.

Paul Korzen.



The foregoing petition was entered on the 16th day of October 1929, and due proceedings having been had thereon, the following Specifications were filed on October 16, 1929; Report of Engineer was filed on October 29, 1929; Supplementary Specifications were filed on January 14, 1930; Report of Engineer on Supplementary plans and specifications was filed on January 22, 1930; Interlocutory Decree was filed on January 29, 1930; Final Report of Engineer was filed on December 6, 1935; and Final Decree was filed on December 11, 1935, to wit:

S P E C I F I C A T I O N S

DESCRIPTION OF CONSTRUCTION

OF AN

ICE POND DAM

AT

SILVER AND GARDEN ST. AGAWAM, MASS.

MR. PAUL KORZEN, OWNER

The accompanying drawing indicates the general construction of the dam. This consists of a concrete wall core, spillway and intake and outlet, together with earth fill approximately as indicated.

EXCAVATION:

Excavation for the footings were made to a uniform horizontal depth of three feet below the low point of the natural grade, making a minimum excavation of three feet and maximum excavation of ten feet at the ends of the core.

Excavation for footings cut square and made to act as forms for footings.

Character of material found at bottom of excavation was a hard, compact combination of sand and loam.

CONCRETE WORK:

All concrete was made of one part standard Portland cement, two parts of bank sand, and four parts of gravel ranging from 1/2" to 2" in size.

Footings as shown, 3' wide by 12" deep. At intervals of about 12' on centers, the footing was spread into squares, 5' x 5' x 12" at level of adjacent footings.

In top surface of footings, a keyway 12" wide by 2-1/2" deep was left for walls.

Above footings, all concrete was made as hereinbefore noted and poured in tightly boarded wood forms, securely braced.

Forms left in place until concrete had thoroughly hardened.

REINFORCEMENT:

The core footing was reinforced with three 1" dia. rods running longitudinally, spaced at equal distances and placed approximately 2-1/2" above the lower surface of the footing.

Reinforcement of the core wall was 1" dia. rods set vertically about 16" on centers and let into the footing. These were placed about 4" from the lower face of the wall. Horizontal reinforcement of 1" dia. rods spaced 12" on centers were wired to the vertical reinforcement.



Oct. Meeting 1935

Reinforcement of the spillway walls; the floor, side walls and top slab of the intake and outlet was 5/8" diam rods spaced 12" on centers both across and longitudinally.

GAGE VALVE:

This is a 10" Chapman rising stem gate valve set in the forms with concrete poured around it as indicated on the drawing.

EARTH WORK:

Earthwork on each side of the concrete core was taken from adjoining property, and consists of a loamy sand material.

This filling was done with tractor and scraper, thereby filling and rolling at once.

Filling was placed in layers and thoroughly rolled in place to contour lines approximately as indicated on the drawing.

REPORT OF ENGINEER

October 28, 1929.

The Hon. the Board of County Commissioners,  
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I received the plans, which were submitted to you for approval on the 16th instant by Paul Korzen, of an ice-pond dam recently built in Agawam across the headwaters of the Agawam Company brook, so called.

This brook is a tributary from the west of Three Mile Brook. It rises in the vicinity of Feeding Hills and flows practically due east for a distance somewhat over two miles to join Three Mile Brook at a point a half a mile or thereabouts west of Agawam center.

On the brook, near its confluence is located the Agawam Company's woollen mill dam No. 1 and about two thousand feet upstream from this the Agawam Company's dam No. 2. About a mile and a half farther upstream at a point near the east side of Garden Street, so called, where the drainage area of the brook is not more than a quarter of a square mile, the dam under consideration has been constructed.

As the plans show it is an earthen embankment having a reinforced concrete core one foot in thickness and a reinforced concrete spillway. The latter is formed by a shaft of well 5 x 5-1/2 feet in section built in the embankment at a point thirty feet from its north end. From the bottom of this well extend through the foundations of the downstream part of the embankment a reinforced concrete culvert three feet square in section and through the foundations of the upstream part a reinforced concrete gated inlet twenty-two inches in diameter. The latter is to be used for draining the pond formed by the dam whenever necessary.

The length and width of the dam on top are 140 feet and twenty feet respectively. Its height above the bed of the stream at the spillway is eleven feet. The pond formed by it covers at its upper end an old ice-pond about three quarters of an acre in area and submerges the



small earthen dam six feet in hight which formed the latter. The area of the new pond is about two acres.

The slopes of the dam as built are rather sharp and little flatter than the natural repose of the dumped material. Moreover, the hight of the embankment above the top of the spillway could hardly be considered as giving a proper margin of safety against high water. These features were explained on the ground to the owner and to the contractor who were both present at the inspection when it was agreed to improve them by lengthening the slopes and raising the embankment in the manner suggested by me. When this work, which is already being attended to, has been done the factor of safety of the structure will be greatly increased and the dam can then be recommended by me for acceptance.

A little farther upstream and on the west side of Garden Street are two old ice-ponds, one immediately above the other. The dam of the lower pond is 150 feet in length and about six feet in hight while the pond formed thereby covers about an acre and a half. The upper dam is one hundred feet in length and about eight feet in hight while the pond formed thereby covers about an acre. The upper dam, so far as I could learn, belongs to the Di Donato Ice & Wood Co. and the lower dam to one Zerra.

Both these dams have very small drainage areas as they are located near the divide. Judging from their hights and the drainage areas and capacities of their ponds, these dams do not appear to come within the jurisdiction of the County by my interpretation of the matter may be all wrong. Their failure, however, could damage the structure under consideration but the one next below would hardly be endangered as its fifteen-acre pond should absorb all the water released by the simultaneous failure of even all three dams above.

Respectfully submitted,

James L. Tighe

#### SUPPLEMENTARY SPECIFICATIONS

##### DESCRIPTION OF CONSTRUCTION

OF AN  
ICE POND DAM  
AT

Hampden County  
Approved  
Jan. 29, 1930  
John G. Maxfield  
Charles W. Bray  
Edward J. Stapleton  
County Commissioners.

SILVER AND GARDEN ST. AGAWAM, MASS.

MR. PAUL KORZEN, OWNER.

The accompanying drawing indicates the general construction of the dam. It consists of a concrete core wall, spillway and intake and outlet, together with earth fill approximatetl as indicated.

##### EXCAVATION:

Excavation for the footings is to be made to a uniform horizontal depth of three feet below the point of the natural grade, making a minimum excavation of three feet and a maximum excavation of ten feet at the ends of the core.



Excavations for footings are to be made to act as forms for the concrete footings.

The character of the material found at the bottom of the excavation is a hard, compact combination of sand and loam.

CONCRETE WORK:

All concrete is to be made of one part standard Portland cement, two parts of bank sand, and four parts of gravel ranging from 1/2" to 2" in size.

Footings to be as shown, 3' wide by 12" deep, and at intervals of about 12' on centers, the footings are to be increased in area to 5' x 5' x 12" squares at the level of adjacent footings.

In the top surface of the footings, a keyway 12" wide by 2-1/2" deep is to be left for the core wall.

Above the footings, all concrete is to be made as hereinbefore noted and poured in tightly boarded wood forms which shall be securely braced, and left in place until the concrete has thoroughly set.

REINFORCEMENT:

The core footing is to be reinforced with three 1" diam. rods running longitudinally, spaced at equal distances and placed approximately 2-1/2" above the lower surface of the footing.

Reinforcement of the core wall to be 1" diam. rods set vertically about 16" on centers and let into the footing, and placed about 4" from the lower face of the wall. Horizontal reinforcement of 1" diam. rods spaced 12" on centers and wired to the vertical reinforcement.

Reinforcement of the spillway walls, and the floor, side walls and top slab of the intake and outlet to be 5/8" diam. rods spaced 12" on centers both across and longitudinally.

GATE VALVE:

This is to be a 10" Chapman rising stem gate valve set in the forms and with concrete poured around it as indicated.

INTAKE PIPE:

Install an intake pipe not less than 22" diam. above the bed of the brook from the concrete intake work to a point ahead of the toe of the earthwork as indicated.

EARTH WORK:

The earthwork on each side of the concrete core is to be taken from adjoining property and is to consist of suitable loamy sand material.

This filling is to be done with a tractor and scraper thereby filling and compacting at one operation.

It is to be filled in layers and thoroughly rolled in place to the approximate contour lines indicated on the drawing.

Final grading of the earthwork is to provide a uniform three to one slope on the up-stream side of the dam, and a two to one slope on the down-stream side.

The top of the earthwork is to be carried up over the concrete core to a height of four feet above the main core wall as shown on the drawing.



REPORT OF ENGINEER  
ON SUPPLEMENTARY PLANS AND SPECIFICATIONS

January 21, 1930.

The Hon. the Board of County Commissioners,  
Hampden County,  
Court House,  
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

As requested I have examined the supplementary plans and specifications, relative to its safety, of the earthen ice-pond dam at Silver and Garden Streets in the Town of Agawam, filed for your approval on January 14th, 1930 by the owner, Paul Korzen.

As these supplementary plans cover the changes suggested in my report on the original plans and specifications, I recommend these supplementary plans for your approval.

The original plans and specifications were filed for approval on October 16th, 1929. My report thereon is dated October 28th, 1929 and a copy of this is hereby attached because of the details which it gives regarding the dam.

Respectfully submitted,

James L. Tighe

(Note: The report of October 28, 1929, referred to above, is set out on Page 59.)

Interlocutory Decree

Springfield, Mass.  
October 15, 1929.

To the Honorable Board of County Commissioners for the County of Hampden:

The undersigned submits plan and specifications for the construction of a dam in Agawam on land belonging to me across a small stream on my property and prays your Honorable Board to approve same.

Paul Korzen

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

January 29, 1930

In the matter of the petition of Paul Korzen, a copy of which is set out above, for the approval of plan and specifications of a dam built by him, in said County, filed October 16, 1929, said plan and specifications of the proposed work having been referred to James L. Tighe, Engineer, selected by the Board, and the said James L. Tighe, Engineer, having report in writing, as the same is on file in this case, that certain changes should be made in said plan and specifications, and it appearing that a supplementary plan and specifications incorporating said changes were filed with this Board on January 14, 1930, and that said plan and specifications were changed in accordance with the direction of said James L. Tighe, Engineer, said Commissioners do hereby approve said plan and specifications as the same have been amended.



Oct. Meeting 1935

John G. Maxfield )  
Charles W. Bray ) County  
Edward J. Stapleton ) Commissioners  
of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 6, 1935

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the ice pond dam owned by Paul Korzen, Agawam, Mass. built across the head waters of Agawam Brook so called in the town of Agawam. The dam has been built in accordance with the plans and specifications approved by the County on January 29th, 1930. The structure, however, was not fully completed until late in 1934.

Respectfully submitted

James L. Tighe

FINAL DECREE

Springfield, Mass.  
October 15, 1935.

To the Honorable Board of County Commissioners for the County of Hampden:

The undersigned submits plan and specifications for the construction of a dam in Agawam on land belonging to me across a small stream on my property and prays your Honorable Board to approve same.

Paul Korzen

Petition in this case was entered on the sixteenth day of October in the year of our Lord One Thousand Nine Hundred and Twenty-Nine, when the said petition filed a plan and specifications for the construction of a dam in Agawam on land belonging to him across a small stream on his property. Supplementary plan and specifications of the proposed work were filed with this Board on January 14, 1930, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated January 21, 1930 on file with this case. On recommendation of the Engineer, said supplementary plan and specifications were duly approved on January 29, 1930.

The work has been inspected during its progress by Mr. James L. Tighe, Engineer, employed by the County Commissioners to superintend the construction and to make a final report on the construction of the dam. The Engineer has made a report in writing dated December 6, 1935 on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

December 11, 1935

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS  
FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the reconstruction and repairs of our dam in Tolland, Hampden County, Massachusetts, on land belonging to us across a small stream on our property and prays your Honorable Board to approve the same.  
Dated this 18 day of July 1934

H. W. & R. P. Ward  
by R. P. Ward

The foregoing petition was entered on the 20th day of July 1934, and due proceedings having been had thereon, the following Specifications were filed on July 20, 1934; Report of Engineer was filed on July 21, 1934; Interlocutory Decree was filed on July 25, 1934; Final Report of Engineer was filed on December 6, 1935; and Final Decree was filed on December 11, 1935, to wit:

#### SPECIFICATIONS

##### SPECIFICATIONS FOR ALTERATIONS & REPAIRS TO DAM OWNED BY H. W. WARD & R. P. WARD IN TOWN OF TOLLAND IN HAMPDEN COUNTY MASS.

These memorandum specifications shall be for repairs to the dam owned by R. P. & H. W. Ward in the town of Tolland, Hampden County, Mass. This dam is one which was built approximately eighty years ago, and of which the bulkhead washed away in recent years. It is the intent of these specifications to call for the repairing of this dam so that water will be held back and forced to cover an area of approximately twenty-two acres, more or less, with water at a maximum depth of about six feet. This depth will occur at the point where the dam is.

The present dam is composed of hardpan lined with boulders or stones on each side. The top of the dam measures fourteen feet in width and the bottom twenty-two feet in width. In any place where the boulders or stones have become dislodged, they shall be replaced.

The main part of the repairs and replacements shall occur at the bulkhead where the water passes over the dam. This part of the bulkhead has been partially washed away.

The upright posts, as shown on the plans, shall consist of 8" x 8" Hemlock. These posts shall be twenty in number and shall be placed as shown on the plans. They shall be 12' long with the lower 6" placed in timbers below the level of the bottom of the pond.

The tops of the posts shall be notched to accommodate the 2" x 8" planks, as shown on the plans. These planks shall be fastened with spikes of sufficient size and length to hold the planks firmly in position.

When the upright posts have been firmly imbedded at the bottom, they shall be covered with a hardpan consisting of gravel and water to a height of 6' below the spillways shown on the plans. The spillways shall then be built with a lining of 2" planks on the bottom and the

Ward, H.W. & R.P.  
Petr. for approval  
of plan and speci-  
fications for the re-  
construction and  
repairs of their dam  
in Tolland on land  
belonging to them  
across a small stream  
on their property.



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sides. From the bottom of the spillways to the top of the dam shall be a space of 3'.

The flume, as shown on the plans, shall have a retaining wall to hold back the water between the second row of upright posts. This shall be made of 2" planks, to a height of 6' above the bottom of the pond. There shall be a secondary retaining wall between the fourth row of upright posts. This shall consist of two more upright posts, set like those previously mentioned, with a facing of 2" planks. There shall be a 24" x 24" gate at the bottom of this wall.

All planks used in the construction of this dam shall be of Oak or Hemlock. In every case these planks shall be fastened with spikes of necessary size to firmly hold the planks in place. All of the work shall be performed in a neat and workmanlike manner so as to meet all of the requirements of the State of Massachusetts concerning Construction of Dams of this size and height.

Approved -- July 25, 1934

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue  
County Commissioners of  
the County of Hampden

#### REPORT OF ENGINEER

July 20, 1934

The Hon. The Board of County Commissioners,  
Hampden County, Court House,  
Springfield, Massachusetts.

Dear Sir:

I have examined the plans and specifications for the repairs to be made on the earthen dam located on Snow brook so-called in the Town of Tolland filed for your approval by the owners H. W. & R. P. Ward on July 20, 1934 and report as follows:

Snow brook is a small tributary of the Farmington river into which it empties about 2-1/2 miles downstream from the Tolland Otis boundry line.

The drainage area of the brook, where the dam is located, is small and less than a square mile. The dam was built about 80 years ago. It is 265 feet in length 9 feet in height above the streambed, and has a maximum width on top of about 14 feet.

The sides of the structure are faced with dry stone masonry and the spillway, which is placed over the streambed, is built of timbers. For want of maintenance this timber construction had greatly deteriorated in recent years, and part of it had washed out. The rebuilding of this spillway is the main part of the work to be done and the plans and specifications show that it is to be rebuilt and also the other repairs made in a substantial manner.

I therefore recommend the plans and specifications for your approval.

Respectfully submitted

James L. Tighe



INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS  
FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the reconstruction and repairs of our dam in Tolland, Hampden County, Massachusetts, on land belonging to us across a small stream on our property and prays your Honorable Board to approve the same.  
Dated this 18 day of July 1934

H. W. & R. P. Ward  
by R. P. Ward

The foregoing petition was entered on the twentieth day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-Four, when the said petitioners filed said plan and specifications for the reconstruction and repairs to their dam in Tolland, on land belonging to them across a small stream on their property, which were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts  
July 25, 1934

Thos. J. Costello

Chas. W. Bray

Maurice G. Donahue

County Commissioners of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 6, 1935

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the earthen dam located on Snow Brook in the town of Tolland belonging to R. P. and H. W. Ward. This dam has been reconstructed in part and repaired in accordance with the plan and specifications approved by the County on July 25th, 1934.

Respectfully submitted

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS  
FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the reconstruction and repairs of our dam in Tolland, Hampden County, Massachusetts, on land belonging to us across a small stream on our property and prays your Honorable Board to approve the same.  
Dated this 18 day of July 1934

H. W. & R. P. Ward  
by R. P. Ward



Petition in this case was entered on the twentieth day of July in the year of our Lord One Thousand Nine Hundred and Thirty-Four, when the said petitioners filed a plan and specifications for the reconstruction and repairs to their dam in Tolland, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated July 20, 1934 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on July 25, 1934.

The work has been inspected during its progress by Mr. James L. Tighe, Engineer, employed by the County Commissioners to superintend the reconstruction and repairs, and to make a final report on the same. The Engineer has made a final report in writing to the Board of County Commissioners dated December 6, 1935 which is on file with this case and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

December 11, 1935

Hampden, Selectmen  
of the Town of, Petrs.  
for relocation, al-  
terations and speci-  
fic repairs on North  
Monson Road, the  
work to begin at  
junction of North  
Monson and Bennett  
Roads and extend in  
a northerly direction  
for about 2000 feet,  
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to North Wilbraham, and known as the North Monson Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, the work to begin at junction of North Monson and Bennett Roads, and extend in a northerly direction for about 2000 feet.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eighteenth day of March, 1935.

Neil S. Kibbe )  
Nelson M. Carew ) Selectmen  
Walter E. Temple ) of  
Hampden

The foregoing petition was entered on the 20th day of March 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on North Monson Road, the work to begin at junction of North Monson and Bennett Roads and extend in a northerly direction for about 2000 feet and for aid.



Oct. Meeting 1935

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with bituminous macadam and otherwise improve about 1,000 feet of road in Hampden, leading to Wilbraham, and being known as North Monson Road, the work to begin at the junction of Bennett Road, station 24, and extend northerly to station 34; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The road shall be graded to a width of 26 feet in cuts and 30 feet on embankments. The subgrade between stations 24 and 28+50 and between stations 31+50 and 34 shall consist of gravel spread for variable widths and depths; the upper 10 inches of the subgrade between stations 28+50 and 31+50 to consist of stone filling spread for a width of 20 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. A bituminous macadam surface shall be constructed in accordance with the requirements of the standard specifications of the Department of Public Works; said surface to be 20 feet in width and 3 inches in depth. At station 20+28 an 18-inch coates corrugated metal pipe culvert, 34 feet in length with two rubble masonry ends, shall be constructed as directed by the Engineer. An existing stone culvert at station 37+63 shall be reconstructed as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND AND TWENTY DOLLARS (\$1,020.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello	)
Chas. W. Bray	) County
Maurice G. Donahue	) Commissioners
	) of the County
	) of Hampden.

Palmer, Mass., March 18, 1935

To the Honorable Board of County Commissioners of the County of Hampden:

Respectfully represent the undersigned, citizens of the Town of Palmer, that common convenience and necessity require that a certain highway in the easterly part of said Palmer, known as the Mason District Road, be altered or relocated where it joins the northwesterly side of the state highway from Palmer to Warren so that it may be in approximately its original location prior to 1912.

Palmer, Citizens of the Town of, Petrs. for alteration or relocation of Mason District Road from where it joins the northwesterly side of the state highway from Palmer to Warren so that it may be in approximately its original location prior to 1912.



Wherefore your petitioners pray that after due notice and proceedings had in the premises your Honorable Board will alter or relocate said way.

Walter S. Noga, Palmer, Boston Road  
Albert A. Boissy, Main St., Palmer  
Thomas F. Holt, Springfield St.  
John Fogarty, Bourn St.  
Gabriel Lavigne, Main St.  
Romeo Paquette, East Main St.  
Puymiol T. Belanger, 33 Main St., C  
Jeremiah M. Cavanaugh, Main, C  
Michael L. Piechota, Palmer Rd., Bondsville  
Daniel W. O'Connor, 51 Park St., Palmer  
John Bradlenski, 12 Walnut St., Palmer

The foregoing petition was entered on the 22nd day of March 1935, and due proceedings having been had thereon, on the 11th day of December 1935, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting December 11, 1935

On the Petition of Citizens of the Town of Palmer praying for a highway to be altered or relocated (Mason District Road) in Palmer. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-third day of May, A. D. 1935, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners do now relocate said highway in the manner following:

A highway in the easterly part of the town of Palmer, adjoining the state highway leading from Palmer (Depot Village) to Warren, and being a part of the old road leading from Brimfield to Palmer Center, bounded and described as follows:

Beginning at a stone bound, marked "M H B", on the northwesterly side of the state highway from Palmer to Warren, at Station 154+79.61 of the 1908 layout of said state highway, and running

Thence N. 30° 45' E. along the northwesterly line of said state highway two hundred forty-five and 6/10 (245.6) feet, more or less, to a point located S. 30° 45' W. one hundred twenty-two (122) feet, more or less, from a stone bound marked "M H B";

Thence southerly and westerly along the arc of a circle having a radius of forty-six and 4/10 (46.4) feet and a chord length of eighty-five and 3/10 (85.3) feet a distance of one hundred eight and 23/100 (108.23) feet, more or less, to a concrete monument at the old county road;

Thence about S. 40° 50' W. across said old county road and along the layout line as established by the relocation of 1912 a distance of sixty (60) feet to a concrete bound on the southeasterly line of the 1912 relocation;



Thence southerly along the arc of a circle a distance of one hundred seventy-nine and  $38/100$  (179.38) feet, more or less, to the stone bound marked "M H B" at the point of beginning. The radius of the above circular arc is three hundred seventeen and  $54/100$  (317.54) feet and the chord, which has a bearing of S.  $0^{\circ} 45'$  W. is one hundred seventy-seven (177) feet, more or less, in length.

The above relocation is laid out over land of Walter S. Noga.

The following described parcel of land is taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

From Walter S. Noga. A tract of land in the easterly part of the town of Palmer, adjoining the north-westerly side of the state highway leading from Palmer (Depot Village) to Warren at its intersection with the old road leading from Brimfield to Palmer Center, bounded and described as follows:

Beginning at a stone bound, marked "M H B", on the northwesterly side of the state highway from Palmer to Warren, at Station 154+79.61 of the 1908 layout of said state highway, and running

Thence N.  $30^{\circ} 45'$  E. along the northwesterly line of said state highway two hundred forty-five and  $6/10$  (245.6) feet, more or less, to a point located S.  $30^{\circ} 45'$  W. one hundred twenty-two (122) feet, more or less, from a stone bound marked "M H B";

Thence southerly and westerly along the arc of a circle having a radius of forty-six and  $4/10$  (46.4) feet and a chord length of eighty-five and  $3/10$  (85.3) feet a distance of one hundred eight and  $23/100$  (108.23) feet, more or less, to a concrete monument at the old county road;

Thence about S.  $40^{\circ} 50'$  W. across said old county road and along the layout line as established by the relocation of 1912 a distance of sixty (60) feet to a concrete bound on the southeasterly line of the 1912 relocation;

Thence southerly along the arc of a circle a distance of one hundred seventy-nine and  $38/100$  (179.38) feet, more or less, to the stone bound marked "M H B" at the point of beginning. The radius of the above circular arc is three hundred seventeen and  $54/100$  (317.54) feet and the chord, which has a bearing of S.  $0^{\circ} 45'$  W. is one hundred seventy-seven (177) feet, more or less, in length.

Containing 9,650 square feet, more or less.

The relocation and the land taking above described are indicated on plan prepared by Nathaniel Clapp, Civil Engineer, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: Plan of Mason District Road - Palmer, Mass. showing



sections Abandoned & Relocated - 1935 - By the Commissioners of  
Hampden County - Scale 1" = 50' - Nov.5,1935

Nathaniel Clapp, Civil Engineer, Palmer, Mass.

And the owners of the land, over which said highway is thus  
laid out, are allowed until the first day of April next, to remove  
therefrom their buildings, wood, timber or trees. And said Commis-  
sioners having heard the proprietors of said lands, by themselves, or  
their agents, on the subject of damages, by them sustained by reason  
of laying out said highway, have estimated the same as follows, to wit:  
TO

Walter S. Noga . . . . . \$1.00

Any improvement of said way shall be made at the expense of the Town  
of Palmer.

Any legal damage sustained by any abutter shall be paid by said Town.

Thos. J. Costello }  
Charles W. Bray } County  
Maurice G. Donahue } Commissioners

HAMPDEN, ss. County Commissioners' Meeting December 11, 1935

The foregoing report is filed and accepted and thereupon it  
is ordered that the same be recorded; that the said road may be known  
as a public highway forever.

Attest: Joseph F. Sullivan, Asst. Clerk.

Palmer, Mass., April 1, 1935.

To the Honorable Board of County Commissioners of the County of  
Hampden:

Respectfully represent the undersigned, citizens of the Town of  
Palmer, that common convenience and necessity require that that part  
of the Mason District Road, as relocated July 3, 1912, be discontinued,  
said 1912 relocation being shown on plan of Southern New England Rail-  
road Corporation, Relocation of Road, Crossing No. 7-H, filed in the  
records of the County Commissioners, Plan Book 5, Page 37.

Wherefore your petitioners pray that after due notice and pro-  
ceedings had in the premises your Honorable Board will discontinue the  
portion of said way above described.

Walter S. Noga  
Daniel W. O'Connor, 51 Park St., Palmer  
Frank B. Smith, 98 Pleasant St.  
Dustin E. Gunn, 12 State St., Palmer  
Stanley G. Sturtevant, Central St., Palmer  
Alexander Mega  
Leo Cordiali  
Daniel W. Crimmins, 28 Knox St., Palmer, Mass.  
Romeo Belisle, Thorndike, Mass.  
George Lord, Thorndike, Mass.  
E. J. O'Connor, Palmer, Mass.  
Francis Bessette, Thorndike, Mass.

The foregoing petition was entered on the 18th day of April 1935, and  
due proceedings having been had thereon, on the 11th day of December  
1935, said Commissioners file the following Final Decree, to wit:

Palmer, Citizens of  
the Town of, Petrs.  
for discontinuance  
of that part of the  
Mason District Road  
as relocated July 3,  
1912, said 1912 relo-  
cation being shown on  
plan of Southern New  
Eng. R R Corp., Relo-  
cation of Road, Cross-  
ing No. 7-H, filed  
in the records of the  
County Comms, Plan  
Bk 5 Page 37.

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Plan in Book 10,  
Page 87.



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 11, 1935

On the petition of the Citizens of the Town of Palmer for discontinuance of that part of the Mason District Road as relocated July 3, 1912, said 1912 relocation being shown on plan of Southern New England Railroad Corporation, Relocation of Road, Crossing No. 7-H, filed in the records of the County Commissioners, Plan Book 5 Page 37.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-third day of May, A. D. 1935, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be discontinued.

And now said Commissioners ORDER and DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

A highway in the easterly part of the town of Palmer, adjoining the state highway leading from Palmer (Depot Village) to Warren, and being a part of the old road leading from Brimfield to Palmer Center as relocated by the County Commissioners on petition of the Southern New England Railroad Corporation and recorded under Case 2, Third Interlocutory Decree, dated July 3, 1912. The section to be abandoned is all of the above mentioned relocation of 1912 except a strip adjoining the old road having the width of the relocation and measuring twenty (20) feet along the side lines of said relocation, and is described as follows: Beginning at a point on the westerly side of the state highway, said point being four hundred forty (440) feet southerly, measured along said state highway, from the southerly line of the old road; Thence N. 49° 30' W. one hundred nine (109) feet; Thence N. 29° 00' E. four hundred sixty-seven (467) feet to a point twenty (20) feet westerly from the southerly side line of the old road; The line described is the northerly and easterly side line of the highway to be abandoned, the southerly and westerly sides being parallel thereto and fifty (50) feet distant therefrom, measured at right angles.

The relocation of 1912 was made in connection with separation of grades designated as Crossing No. 7-H on plan of the Southern New England Railroad Corporation, dated May 15, 1912, filed in the records of the Clerk of Hampden County, Plan Book 5, Page 37.

A plan showing the above discontinuance, and entitled Plan of Mason District Road, Palmer, Mass., showing sections abandoned & relocated 1935 by the Commissioners of Hampden County Scale 1" = 50' Nov. 5, 1935 Nathaniel Clapp, Civil Engineer, Palmer, Mass., is filed in the office of the Clerk of the Courts, Court House, Springfield, Mass.

No damages having been claimed, none are awarded.



All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Holland, Selectmen of  
Petr. for relocation,  
alterations and speci-  
fic repairs on Masha-  
paug Road, the work  
to begin at sta. 183  
and extend southerly  
for a distance of  
2,000 feet more or  
less, and for aid.

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Plans in Book 10,  
Pages 80 & 81.

To the County Commissioners of the County of Hampden.

Respectfully Represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary, by grading, resurfacing or hardening and otherwise repaired as may be needed, the work to begin at Sta. 183 and extend southerly for a distance of 2,000 ft. more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th. day of May 1935.

Oliver L. Howlett }  
James A. Roberts } Selectmen  
Arthur F. Blodgett } of  
Holland.

The foregoing petition was entered on the 23rd day of May 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at sta. 183 and extend southerly for a distance of 2,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August, A. D. 1935, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brimfield Road, so called, (also known as Mashapaug Road) and begins at the southerly end of the location laid out by the County Commissioners in 1934 about 250 feet distant southerly of Leadmine Road, extending thence in a southerly direction for about 1/3 of a mile as hereinafter described.



The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works and begins at a point marking the southerly end of the base line of the aforesaid 1934 layout, said point being shown on plan as station 186+15.20, thence extending south  $9^{\circ} 08' 50''$  west 626.56 feet, thence by a curve to the left of 1000.00 feet radius 230.24 feet, thence south  $4^{\circ} 02' 40''$  east 241.91 feet, thence by a curve to the right of 700.00 feet radius 426.89 feet, thence south  $30^{\circ} 53' 50''$  west 111.86 feet to a point at the end of the layout shown on plan as station 202+52.66.

The easterly location line begins at a point marking the southerly end of the easterly location line of the aforesaid 1934 layout, said point bearing south  $80^{\circ} 51' 10''$  east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 186+15.20 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south  $59^{\circ} 06' 10''$  east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 202+52.66.

The westerly location line begins at a point marking the southerly end of the westerly location line of the aforesaid 1934 layout bearing north  $80^{\circ} 51' 10''$  west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 186+15.20 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north  $59^{\circ} 06' 10''$  west and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 202+52.66.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel 1. A parcel of land supposed to be owned by the HAMILTON WOOLEN COMPANY, located on the westerly side of Brimfield Road, so called, between stations 186+15.20 and 190+84+ bounded as follows: westerly by the westerly location line of the 1935 County layout about 419 feet; northwesterly by the high water line of Holland Lakes for about 48 feet; northerly by the line defining the northerly end of said layout for about 11 feet; easterly by the front property line as defined in part by a stone wall, for about 469 feet; and southerly by the northerly boundary of land of George C. Jensen, as defined by a wire fence, for about 18 feet; containing about 8810 square feet.

Parcel 2. A parcel of land supposed to be owned by OSBORN B. TABOR, located on the easterly side of Brimfield Road, so called, between stations 186+88+ and 195+03+, bounded as follows: easterly by the easterly location line of the 1935 County Layout for about 807 feet; southerly by the northerly boundary of land of Edgar E. Harwood, as defined by a stone



wall, for about 19 feet; and westerly by the front property line, as defined in part by a stone wall and in part assumed, for a total distance of about 809 feet; containing about 8850 square feet.

Parcel 3. A parcel of land supposed to be owned by GEORGE C. JENSEN, located on the westerly side of Brimfield Road, so-called, between stations 190+81+ and 201+20+, bounded as follows: westerly by the westerly location line of the 1935 County Layout for about 1029 feet; northerly by the southerly boundary of land of the Hamilton Woolen Company, as defined by a wire fence, for about 18 feet; and easterly by the front property line, as defined by a stone wall, for about 1038 feet; containing about 16,950 square feet.

Parcel 4. A parcel of land supposed to be owned by EDGAR E. HARWOOD, located on the easterly side of Brimfield Road, so called, between stations 194+98+ and 197+41+ bounded as follows: easterly by the easterly location line of the 1935 County layout for about 240 feet; westerly by the front property line, as defined in part by a stone wall and in part assumed for a total distance of about 247 feet; and northerly by the southerly boundary of land of Osborn E. Tabor, as defined by a stone wall, for about 19 feet; containing about 2090 square feet.

Parcel 5. A parcel of land supposed to be owned by EDGAR E. HARWOOD, located on the southeasterly side of Brimfield Road, so called, between stations 197+85+ and 202+52.66, bounded as follows: southeasterly by the southeasterly location line of the 1935 County layout for about 482 feet; southwesterly by the line defining the southwesterly end of said layout for about 25 feet; and northwesterly by the assumed front property line for about 479 feet; containing about 7,490 square feet.

The layout or relocation and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the town of Holland - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of November next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of saidlands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:-



TO:

Hamilton Woolen Company. . . . . \$1.00  
 Osborn B. Tabor. . . . . 1.00  
 George C. Jensen . . . . . 1.00  
 Edgar E. Harwood . . . . . 1.00  
 Edgar E. Harwood . . . . . 1.00

The work to be done is as follows: to grade and otherwise improve about 1,850 feet of road, and surface with gravel and tar mixed in place about 2600 feet of road in Holland, leading to Brimfield, and being known as Mashapaug Road (also Brimfield Road); the work to begin at the end of the section of said road improved in 1934, station 176+00, and extend southeasterly to station 202. The road shall be graded to a width of 21 feet in cuts and 21-26 feet on embankments; the subgrade between stations 183+50 and 202 to consist of gravel spread for a width of 18 feet and to a depth of 16 inches. Outside the graded roadway the slopes shall be extended as directed by the Engineer. A surface consisting of gravel and tar mixed in place shall be constructed in accordance with the requirements of Addendum I attached to agreement of the Department of Public Works-Division of Highways, except that rates of application of tar may be changed as directed by the Engineer. The surface of the road shall be 18 feet in width and 2 inches in depth. A drainage system, consisting of 1 drop inlet and outlets aggregating 74 feet of 12-inch coated corrugated metal pipe and 36 feet of 18-inch coated corrugated metal pipe, shall be constructed where and as directed by the Engineer.

At station 190+40, a side drain, 28 feet in length, shall be constructed as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto. The agreement of the Department of Public Works-Division of Highways, is on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed TWO THOUSAND SEVEN HUNDRED TWENTY DOLLARS (\$2,720.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

## COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 2, 1935

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.



Oct. Meeting 1935

Holland, Selectmen of, Petrs. for specific repairs on Mashapaug Road, beginning at Holland Center and going to Amber Hill Brook more or less, and for aid.

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To the County Commissioners of the County of Hampden.

Respectfully Represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway constructed under Chapter 90 of the General Laws be repaired, resurfaced and tarred, Mashapaug Road, beginning at Holland Center and going to Amber Hill Brook more or less, in Holland.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such repairs and order them to be made and that said County contribute to the expense of said work together with an appropriation from the State and Town.

Dated this 14th day of May 1935.

Oliver L. Howlett }  
James A. Roberts } Selectmen  
Arthur F. Blodgett } of  
Holland.

The foregoing petition was entered on the 23rd day of May 1935, and due proceedings having been had thereon, on the 23rd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 23, 1935

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, beginning at Holland Center and going to Amber Hill Brook more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Holland, leading from Brimfield to Union, Conn., and being known as Brimfield and Mashapaug Roads, to repair, treat with bituminous material and otherwise improve about 18,600 feet, the work to begin at the Brimfield line, station 0, and extend southerly to station 186; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



Oct. Meeting 1935

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from BONDSVILLE to PALMER and known as BONDSVILLE, PALMER ROAD, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STATE ST., BONDSVILLE, and extend in a SOUTHERLY direction to STATE HIGHWAY AT SHEARER'S CORNER, a distance of about 3-1/2 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of JUNE 1935

Ludwik Marhelewicz

Harrison W. Thompson

Daniel J. Dunn

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 4th day of December 1935, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 4, 1935

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Bondsville, Palmer Road, the work to begin at State Street, Bondsville, and extend in a southerly direction to State Highway at Shearer's Corner, a distance of about 3-1/2 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of July, A. D. 1935, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Bondsville Road, so called, and begins at a point about 150 feet distant northerly of Bourne Street, extending thence in a general northerly direction for about two miles, as hereinafter described, to the junction of said Bondsville Road with State Street and Bridge Street.

The base line is that of a survey made by the Engineers of the Massachusetts Department of Public Works in June, 1935, and begins

Palmer, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Bondsville, Palmer Rd., the work to begin at State St., Bondsville and extend in a southerly direction to State Highway at Shearer's Corner, a distance of about 3-1/2 miles more or less, and for aid.

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Plans in drawer of Plan Case.

PLAN BOOK #20  
PAGE #42-61



at a point in the present roadway about 150 feet distant northerly of Bourne Street as aforesaid, said point of beginning being shown on plan as station 67+39.10, extending thence north 3° 14' 00" west 491.56 feet, thence by a curve to the right of 1500.00 feet radius 179.04 feet, thence north 3° 36' 20" east 477.33 feet, thence by a curve to the left of 2000.00 feet radius 174.10 feet, thence north 1° 22' 55" west 408.42 feet, thence by a curve to the left of 600.00 feet radius 207.11 feet, thence north 21° 09' 35" west 863.73 feet, thence by a curve to the right of 1600.00 feet radius 490.55 feet, thence north 3° 35' 35" west 805.00 feet, thence by a curve to the right of 800.00 feet radius 364.87 feet, thence north 22° 32' 20" east 401.62 feet, thence by a curve to the left of 1600.00 feet radius 500.10 feet, thence north 4° 37' 50" east 994.67 feet, thence by a curve to the right of 800.00 feet radius 418.55 feet, thence north 34° 36' 25" east 1010.82 feet, thence by a curve to the left of 500.00 feet radius 304.05 feet, thence north 0° 14' 05" west 453.14 feet, thence by a curve to the left of 1600.00 feet radius 360.93 feet, thence north 13° 09' 35" west 75.26 feet, thence by a curve to the left of 600.00 feet radius 184.66 feet, thence north 30° 47' 35" west 674.68 feet, thence by a curve to the right of 425.00 feet radius 451.01 feet, thence north 30° 00' 35" east 396.45 feet, thence by a curve to the left of 748.38 feet radius 165.28 feet, thence north 17° 31' 20" east 412.81 feet, thence north 39° 26' 45" east 106.13 feet to a point at the end of the layout in the present roadway of the Bondsville Road at its junction with Bridge Street, said point of ending being shown on plan as station 181+10.97.

The westerly location line begins at a point on the westerly location line of the 1858 County layout, bearing south 86° 46' 00" west and 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 67+39.10 and extends thence following said 1858 location line as determined by the bounds as located north 3° 14' 00" west 582.67 feet to a point bearing north 89° 41' 29" west and 27.47 feet distant from station 73+20.12, thence north 3° 51' 02" east 643.44 feet to a point bearing north 88° 51' 26" west and 486.12 feet to a point bearing south 50° 00' 57" west and 31.33 feet distant from station 84+69.55, thence leaving said 1858 County location line and extending north 7° 38' 24" west 79.99 feet to a point on the southeasterly location line of the County layout on Main Street, bearing south 62° 38' 05" west and 31.86 feet distant from station 85+43.65, thence beginning again at a point on the northwesterly location line of the County layout on Main Street, marking its junction with the aforesaid westerly location line of the 1858 County layout, said point bearing south 62° 38' 05" west and being 28.66 feet distant from station 85+95.79 and extending thence, following said 1858 location line, north 17° 41' 50" west 152.09 feet to a point bearing south 68° 50' 25" west and 24.75 feet distant from station 87+44.75, thence north 21° 09' 35" west 793.06 feet to a point bearing south 62° 53' 21"



west and 24.88 feet distant from station 95+40.39, thence north 15° 07' 16" west 338.34 feet to a point bearing south 79° 06' 52" west and 23.86 feet distant from station 98+72.39, thence north 6° 39' 00" west 167.46 feet to a point bearing north 80° 11' 06" west and 25.44 feet distant from station 100+30.94, thence following the westerly location line of the 1917 county relocation, north 3° 35' 35" west 505.00 feet to a point bearing south 83° 49' 25" west and 24.78 feet distant from station 105+42.96, thence north 6° 10' 35" west 254.00 feet to a point bearing south 72° 45' 12" west and 37.25 feet distant from station 108+04.38, thence north 0° 03' 25" east 184.20 feet to a point bearing north 83° 43' 18" west and 36.86 feet distant from station 109+73.77, thence north 9° 51' 25" east 158.00 feet to a point bearing north 72° 55' 34" west and 41.90 feet distant from station 111+24.50, thence leaving said 1917 location line and extending north 25° 18' 22" east 167.22 feet to a point bearing north 67° 27' 40" west and 30.00 feet distant from station 112+87.65, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 84° 15' 22" west and 30.01 feet distant from station 121+02.53, thence north 4° 36' 33" east 1075.67 feet to a point on the westerly location line of the 1927 relocation bearing north 79° 45' 30" west and 34.40 feet distant from station 131+75.55, thence following said 1927 location line by a curve to the right of 503.30 feet radius 250.79 feet to a point bearing north 62° 38' 50" west and 34.02 feet distant from station 134+14.46, thence north 33° 09' 35" east in part by said 1927 location line, a total distance of 105.35 feet to a point bearing north 55° 23' 35" west and 30.00 feet distant from station 135+15.75, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 55° 23' 35" west and 30.00 feet distant from station 144+63.81, thence by a curve to the left of 670.00 feet radius 407.43 feet to a point bearing south 51° 07' 48" west and 38.41 feet distant from station 149+17.36, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 59° 12' 25" west and 30.00 feet distant from station 165+79.29, thence north 89° 27' 52" west 26.93 feet to a point bearing south 74° 00' 13" west and 53.82 feet distant from the said station 165+79.29, thence north 17° 29' 32" west 153.56 feet to a point bearing south 79° 28' 17" west and 46.88 feet distant from station 167+29.60, thence north 5° 44' 23" east 126.09 feet to a point bearing north 85° 01' 54" west and 28.03 feet distant from station 168+44.55, thence by a curve to the right of 444.75 feet radius 188.39 feet to a point on the westerly location line of the 1881 County layout bearing north 79° 52' 01" west and 26.32 feet distant from station 170+30.30, thence following said 1881 location line as determined by the bounds as located, north 30° 00' 35" east 485.63 feet to a point bearing north 66° 19' 03" west and 20.32 feet distant from station 175+09.39, thence north 17° 21' 20" east 497.88 feet to a point bearing north 61° 35' 58" west and 25.22 feet distant from



station 180+04.84, thence north  $39^{\circ} 26' 45''$  east 100.00 feet to a point at the end of the layout, on the southerly side of Bridge Street, said point bearing north  $74^{\circ} 27' 00''$  west and being 27.07 feet distant from the point of ending of the above-described base line shown on plan as station 181+10.97.

The easterly location line begins at a point on the easterly location line of the 1858 County layout, bearing north  $86^{\circ} 46' 00''$  east and 24.75 feet distant from the point of beginning of the above-described base line shown on plan as station 67+39.10 and extends thence following said location line as determined by the bounds as located north  $3^{\circ} 14' 00''$  west 579.60 feet to a point bearing south  $89^{\circ} 41' 29''$  east and 22.13 feet distant from station 73+20.12, thence north  $3^{\circ} 51' 02''$  east 642.72 feet to a point bearing south  $88^{\circ} 51' 26''$  east and 28.98 feet distant from station 79+62.94, thence north  $1^{\circ} 33' 40''$  west 533.30 feet to a point bearing north  $42^{\circ} 58' 08''$  east and 35.58 feet distant from station 84+69.55, thence leaving said 1858 location line and extending by a curve to the right of 100.00 feet radius 112.04 feet to a point on the southeasterly location line of the County layout on Main Street, bearing north  $62^{\circ} 38' 05''$  east and 95.26 feet distant from station 85+43.65, thence beginning again at a point on the northwesterly location line of the County layout on Main Street, bearing north  $62^{\circ} 38' 05''$  east and 35.83 feet distant from station 85+95.79 and extending thence north  $22^{\circ} 49' 04''$  west 187.72 feet to a point on the easterly location line of the aforesaid 1858 County layout, bearing north  $68^{\circ} 50' 25''$  east and 24.75 feet distant from station 87+87.55, thence following said 1858 location line, as determined by the bounds as located north  $21^{\circ} 09' 35''$  west 747.65 feet to a point bearing north  $80^{\circ} 41' 08''$  east and 25.29 feet distant from station 95+40.39, thence north  $15^{\circ} 07' 16''$  west 332.07 feet to a point bearing north  $79^{\circ} 06' 52''$  east and 25.78 feet distant from station 98+72.39, thence north  $6^{\circ} 39' 00''$  west 162.47 feet to a point bearing north  $70^{\circ} 08' 31''$  east and 25.78 feet distant from station 100+30.94, thence following the easterly location line of the 1917 County relocation north  $3^{\circ} 35' 35''$  west 198.68 feet to a point bearing north  $86^{\circ} 24' 25''$  east and 24.75 feet distant from station 102+36.84, thence north  $0^{\circ} 11' 59''$  east 308.83 feet to a point bearing north  $83^{\circ} 49' 25''$  east and 45.22 feet distant from station 105+42.96, thence north  $6^{\circ} 10' 35''$  west 267.70 feet to a point bearing north  $72^{\circ} 45' 12''$  east and 34.08 feet distant from station 108+04.38, thence leaving said 1917 location line and extending by a curve to the right of 746.96 feet radius 374.36 feet to a point bearing south  $67^{\circ} 27' 40''$  east and 30.00 feet distant from station 112+00.81, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south  $55^{\circ} 23' 35''$  east and 30.00 feet distant from station 144+63.81, thence by a curve to the left of 730.00 feet radius 277.03 feet to a point bearing north  $84^{\circ} 19' 37''$  east and 22.21 feet distant from station 147+25.06, thence by a curve to the right of 18.55 feet radius 46.28 feet to a point on the southwesterly side of Pleasant Street, bearing north  $84^{\circ} 19' 37''$  east and 57.39 feet



distant from the said station 147+25.06, thence crossing Pleasant Street, north 65° 47' 25" east 50.00 feet to a point on the northeasterly side thereof bearing south 49° 29' 11" east and 121.07 feet distant from station 148+30.62, thence following said northeasterly side of Pleasant Street, north 24° 12' 35" west 100.93 feet to a point bearing north 75° 10' 53" east and 52.40 feet distant from the said station 148+30.62, thence leaving said side of Pleasant Street and extending by a curve to the right of 240.00 feet radius 100.43 feet to a point bearing north 51° 07' 48" east and 38.41 feet distant from station 149+17.36, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 81° 36' 03" east and 32.26 feet distant from station 157+19.95, thence by a curve to the left of 600.00 feet radius 180.36 feet to a point bearing south 76° 08' 54" east and 35.12 feet distant from station 159+04.61, thence north 30° 22' 59" west 702.28 feet to a point bearing north 53° 41' 15" east and 30.16 feet distant from station 165+79.29 feet, thence by a curve to the right of 405.25 feet radius 427.16 feet to a point on the easterly location line of the 1881 County layout bearing south 79° 52' 01" east and 26.32 feet distant from station 170+30.30, thence following said 1881 County location line as determined by the bounds as located north 30° 00' 35" east 473.23 feet to a point bearing south 66° 19' 03" east and 29.49 feet distant from station 175+09.39, thence north 17° 21' 20" east 493.70 feet to a point bearing south 61° 35' 58" east and 25.22 feet distant from station 180+04.84, thence north 39° 26' 45" east 112.27 feet to a point at the end of the layout on the southerly location line of the 1893 County layout on State Street, bearing south 74° 27' 00" east and 27.07 feet distant from the point of ending of the above-described base line shown on plan as station 181+10.97.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Palmer in said County.

Parcel No. 1. A parcel of land supposed to be owned by the Roman Catholic Bishop of Springfield, located on the westerly side of the Bondsville Road, so called, between stations 84+50.00 and 85+36<sub>+</sub>, bounded as follows: Westerly by remaining land of said Bishop of Springfield 79.98 feet; northerly by Main Street 9.41 feet; easterly by the aforesaid Bondsville Road 83.63 feet; containing about 360 square feet.

Parcel No. 2. A parcel of land supposed to be owned by John Waszczuk located on the easterly side of Bondsville Road, so called, between stations 84+93<sub>+</sub> and 85+70<sub>+</sub>, bounded as follows: southeasterly by remaining land of John Waszczuk 112.04 feet; westerly by the aforesaid Bondsville Road 62.72 feet; northerly by Main Street 62.72 feet; containing about 670 square feet.



Parcel No. 3. A parcel of land supposed to be owned by D.Domey located on the easterly side of Bondsville Road, so called, between stations 108+13<sub>+</sub> and 112+98<sub>+</sub>, bounded as follows: easterly by remaining land of D. Domey about 471 feet; westerly by the aforesaid Bondsville Road about 478 feet; northerly by land now or formerly of Fred Bachand about 10 feet; containing about 5,740 square feet.

Parcel No. 4. A parcel of land supposed to be owned by D.Domey located on the westerly side of Bondsville Road, so called, between stations 112+87.65 and 116+42<sub>+</sub>, bounded as follows: westerly by remaining land of D.Domey about 354 feet; easterly by the aforesaid Bondsville Road about 358 feet; containing about 2710 square feet.

Parcel No. 5. A parcel of land supposed to be owned by Fred Bachand located on the easterly side of Bondsville Road, so called, between stations 112+96<sub>+</sub> and 114+86<sub>+</sub>, bounded as follows: Easterly by remaining land of Fred Bachand about 188 feet; southerly by land now or formerly of D. Domey about 10 feet; westerly by the aforesaid Bondsville Road about 190 feet; containing about 900 square feet.

Parcel No. 6. A parcel of land supposed to be owned by Fred Bachand located on the easterly side of Bondsville Road, so called, between stations 116+30<sub>+</sub> and 116+61<sub>+</sub>, bounded as follows: easterly by remaining land of Fred Bachand about 32 feet; westerly by the aforesaid Bondsville Road about 34 feet; and northerly by land now or formerly of D.Domey about 14 feet; containing about 220 square feet.

Parcel No. 7. A parcel of land supposed to be owned by D.Domey located easterly from Bondsville Road, so called, between stations 116+59<sub>+</sub> and 128+53<sub>+</sub> and comprising the entire width of the 1935 County Layout, bounded as follows: easterly by remaining land of D.Domey about 1200 feet; southerly by land now or formerly of Fred Bachand about 14 feet; westerly in part by the aforesaid Bondsville Road and in part by remaining land of D.Domey about 1122 feet; northwesterly by the aforesaid Bondsville Road about 59 feet; and northerly by Thorndike Road, so called, about 41 feet; containing about 67,190 square feet.

Parcel No. 8. A parcel of land supposed to be owned by Turners Falls Power & Electric Company located on the easterly side of Bondsville Road, so called, between stations 128+88<sub>+</sub> and 131+26<sub>+</sub>, bounded as follows: easterly by remaining land of Turners Falls Power & Electric Company 225 feet; southerly by Thorndike Road, so called, about 23 feet; westerly by the aforesaid Bondsville Road about 231 feet; and northerly by land now or formerly of John Madura about 13 feet; containing about 2,730 square feet.

Parcel No. 9. A parcel of land supposed to be owned by John Madura located on the southeasterly side of Bondsville Road, so called, between stations 131+19<sub>+</sub> and 145+88<sub>+</sub>, bounded as follows: southeasterly and easterly by remaining land of John Madura about 1450 feet; southerly by land now or formerly of Turners Falls Power & Electric Company about 13 feet; westerly and northwesterly by the aforesaid Bondsville Road about 1463 feet; containing about 14,940 square feet.



Parcel No. 10. A parcel of land supposed to be owned by Michael Kivior located on the northwesterly side of Bondsville Road, so called, between stations 134+08<sub>+</sub> and 135+00<sub>+</sub> bounded as follows: northwesterly by remaining land of Michael Kivior about 94 feet; northerly by land now or formerly of John Kos about 6 feet; southeasterly by the aforesaid Bondsville Road about 93 feet; and southerly by the Belchertown Road, so called, about 4 feet; containing about 470 square feet.

Parcel No. 11. A parcel of land supposed to be owned by John Kos located on the northwesterly side of Bondsville Road, so called, between stations 134+98<sub>+</sub> and 142+16<sub>+</sub>, bounded as follows: northwesterly by remaining land of John Kos about 715 feet; northerly by land now or formerly of George Roberts about 9 feet; southeasterly by the aforesaid Bondsville Road about 716 feet; and southerly by land now or formerly of Michael Kivior about 6 feet; containing about 5,640 square feet.

Parcel No. 12. A parcel of land supposed to be owned by George Roberts, located on the northwesterly side of Bondsville Road, so called, between stations 142+13<sub>+</sub> and 144+46<sub>+</sub>, bounded as follows: northwesterly by the remaining land of George Roberts about 231 feet; northerly by land now or formerly of Charles Sharret about 8 feet; southeasterly by the Bondsville Road about 232 feet; and southerly by land now or formerly of John Kos about 9 feet; containing about 1,870 square feet.

Parcel No. 13. A parcel of land supposed to be owned by Charles Sharret, located on the northwesterly side of Bondsville Road, so called, between stations 144+42<sub>+</sub> and 148+93<sub>+</sub>, bounded as follows: northwesterly by the remaining land of Charles Sharret about 428 feet; southeasterly by the Bondsville Road about 435 feet; and southerly by land now or formerly of George Roberts about 8 feet; containing about 5,970 square feet.

Parcel No. 14. A parcel of land supposed to be owned by Kate, Nellie and Mary Monahan, located on the easterly side of Bondsville Road, so called, between stations 148+44<sub>+</sub> and 154+08<sub>+</sub>, bounded as follows: easterly by the remaining land of Kate, Nellie and Mary Monahan about 568 feet; southwesterly by Pleasant Street, so called, about 66 feet; and westerly by the Bondsville Road about 505 feet; containing about 3,990 square feet.

Parcel No. 15. A parcel of land supposed to be owned by H. W. Forsythe, located on the westerly side of Bondsville Road so called, between stations 149+47<sub>+</sub> and 152+67<sub>+</sub>, bounded as follows: westerly by the remaining land of H.W.Forsythe about 318 feet; northerly and easterly by the Bondsville Road about 322 feet; containing about 690 square feet.

Parcel No. 16. A parcel of land supposed to be owned by Joseph Piechota located on the northeasterly side of Bondsville Road, so called, between stations 159+97<sub>+</sub> and 161+80<sub>+</sub>, bounded as follows: northeasterly by the remaining land of Joseph Piechota about 182 feet; southwesterly by the Bondsville Road about 172 feet; and northwesterly by land now or formerly of M.J.Fitzgerald (Adm) about 15 feet; containing about 910 square feet.



Parcel No. 17. A parcel of land supposed to be owned by M. J. Fitzgerald (Adm.) located on the northeasterly side of Bondsville Road, so called, between stations 161+69+ and 167+30+, bounded as follows: northeasterly by the remaining land of M.J. Fitzgerald, Adm., about 533 feet; southeasterly by land now or formerly of Joseph Piechota about 15 feet; southwesterly by the Bondsville Road about 567 feet; and northerly by land now or formerly of Charles LaBossier about 45 feet; containing about 12,900 square feet.

Parcel No. 18. A parcel of land supposed to be owned by Charles La Bossier located on the easterly side of Bondsville Road, so called, between stations 167+24+ and 169+60+, bounded as follows: easterly by the remaining land of Charles LaBossiere about 219 feet; southerly by land now or formerly M.J.Fitzgerald, Adm., about 45 feet; westerly by the Bondsville Road about 231 feet; and northeasterly by land now or formerly of John Griffin about 7 feet; containing about 5,270 square feet.

Parcel No. 19. A parcel of land supposed to be owned by John Griffin located on the southeasterly side of Bondsville Road, so called, between stations 169+58+ and 170+39+, bounded as follows: southeasterly by the remaining land of John Griffin about 67 feet; southwesterly by land now or formerly of Charles La Bossier about 7 feet; and northwesterly by the Bondsville Road about 66 feet; containing about 180 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of Palmer - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of March next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

The Roman Catholic Bishop of Springfield. . . . .	\$ 1.00
John Waszczuk. . . . .	1.00
D. Domey . . . . .	1.00
D. Domey . . . . .	1.00
Fred Bachand . . . . .	1.00
Fred Bachand . . . . .	1.00
D. Domey . . . . .	1.00
Turners Falls Power & Electric Company . . . . .	1.00
John Madura. . . . .	1.00



Michael Kivior. . . . .	\$ 1.00
John Kos. . . . .	1.00
George Roberts. . . . .	1.00
Charles Sharret . . . . .	1.00
Kate, Nellie and Mary Monahan . . . . .	1.00
H. W. Forsythe. . . . .	1.00
Joseph Piechota . . . . .	1.00
M. J. Fitzgerald (Adm.) . . . . .	1.00
Charles La Bossier. . . . .	1.00
John Griffin. . . . .	1.00

The work to be done is as follows:

#### Sub-base

The sub-base where required shall consist of gravel as specified in Sections 15 to 18 inclusive of the standard specifications.

#### Base Course

The base course shall consist of broken stone bound with sand as specified in Sections 31 to 34 inclusive and shall have a normal thickness of two (2) inches after rolling.

#### Surface Course

The surface course shall consist of bituminous macadam as specified in Sections 35 to 38 inclusive and shall be two (2) inches thick after rolling. The bituminous material shall consist of asphalt and the rate of the first application shall be one and three quarters (1-3/4) gallons per square yard of surface.

#### Roadway Earth Excavation

This item shall include the removal and satisfactory disposal of Street Railway ties when encountered in the excavation and where directed. Where directed, holes caused by the removal of ties shall be backfilled with gravel and thoroughly tamped.

#### Bounds

This item shall consist of furnishing and setting bounds as specified in Sections 225 to 228 inclusive except that the drill hole and plug will be omitted.

#### Stone Curb Inlets

Stone curb inlets furnished and installed under this item shall conform to the requirements of Sections 123 to 126 inclusive and shall conform to the adjacent stone curbing in color and finish.

#### Granite Vertical Curbing (Type A)

Curbing to be furnished and installed under this item shall conform to the requirements of Addendum 4-XXXI.

#### Bounds Removed and Reset

This item shall consist of removing and resetting bounds as specified in Sections 229 to 232 inclusive except that the drill hole and plug will be omitted.

#### Scarifying and Reshaping

Where directed the present road surface shall be loosened with the picks of a power roller, scarified and reshaped and rolled to the required cross section, and the new surface course constructed thereon.



Resodding

Where directed and as shown on the plans the present grass sod shall be carefully removed from its present location and the present grass sod and new grass sod if necessary shall be placed on a layer of loam in new locations. The combined thickness of sod and loam when laid shall be not less than six (6) inches. The new grass sod shall be firm and of satisfactory quality. Loam shall conform to Section 7D. After being put in place, the sods shall be watered and settled by ramming on a board placed over them or by rolling with a lawn roller. The sods shall be watered again each day in the early morning or late afternoon of the three succeeding weeks. Any spaces left between the sods shall be filled with loam and sprinkled with grass seed. Where the surface of the ground slopes steeper than one (1) foot in three (3), the sods shall be held securely in place by suitable wooden pins driven into the ground not further than four (4) feet apart.

Curved Granite Vertical Curbing (Type A).

Curbing to be supplied and installed under this item shall include all curbing cut to a radius of one hundred and sixty (60) feet or less, and shall conform to the requirements of Addendum 4-XXXI, except that it shall be cut to the curve required on plans or as directed.

The work is to begin at about Station 181+25 on Bondsville Road at State Street and extending thence on said Bondsville Road in a general southerly direction for a distance of about 9825 feet to about Station 83+0.

The aforesaid work and all other work required to be done in the agreement of the Department of Public Works and the Town of Palmer, on file with this case, shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto and the agreement.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed TWELVE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$12,750.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

December 4, 1935

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the approaches and a new STEEL GIRDER, CEMENT SLAB bridge be constructed over WARE RIVER so-called, on BONDSVILLE, FOREST LAKE ROAD in place of the present old 2 SPAN WOODEN bridge known as Whipples Crossing Bridge or Forest Lake Bridge, in the same location.

NOW THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing may order said construction and that said County contribute to the expense of said construction together with an appropriation from the State and Town.

Dated this 15th day of JUNE 1935

Ludwik Marhelewicz

Harrison W. Thompson

Daniel J. Dunn

Selectmen of the Town of Palmer

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 23rd day of December 1935, said Commissioners file the following Final Decree, to wit:

# COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 23, 1935

On the petition of the Selectmen of the Town of Palmer for construction of approaches and a new steel girder cement slab bridge over the Ware River so-called, on Bondsville, Forest Lake Road, in place of present old 2 span wooden bridge known as Whipples Crossing Bridge or Forest Lake Bridge, in the same location, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1935, view said bridge and approaches and hear all parties interested and did adjudge that construction of approaches and a new steel girder cement slab bridge should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following work to be done:- to construct a steel stringer bridge over Ware River, and to grade, surface with gravel and tar and otherwise improve the approaches thereto, on the road in Palmer, being known as Whipple's bridge Road. The work shall be done in accordance with and as specified in a contract between the town of Palmer and A. Singarella of Boston, Contractor, on file with this case, and in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

Said construction of approaches and bridge shall be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the construction of said approaches and bridge.

Palmer, Selectmen of the Town of, Petrs. for construction of approaches and a new steel girder cement slab bridge over the Ware River so-called, on Bondsville, Forest Lake Road, in place of present old 2 span wooden bridge known as Whipples Crossing Bridge or Forest Lake Bridge, in the same location, and for aid.



All damages sustained by any person by reason of said construction of approaches and bridge, shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Tinkham Road, the work to begin at station 52 and extend in a westerly direction to station 22, a distance of 3000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from Wilbraham to Springfield and known as Tinkham Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1935 work to begin at Station 52 and extend in a westerly direction to Station 22 a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighteenth day of June 1935.

Fred W. Green

George E. Murphy, Jr.

Wm. H. McGuire

Selectmen of the Town of  
Wilbraham

The foregoing petition was entered on the 21st day of June 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Tinkham Road, the work to begin at station 52 and extend in a westerly direction to station 22, a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road in Wilbraham, leading to Springfield, and being known as Tinkham Road, to grade, surface with bituminous macadam and otherwise improve about 4,100 feet, the work to begin at the end of the section of said road improved in 1934, station 53, and extend westerly to station 12; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.



The road shall be graded to a width of 26 feet incuts and 30 feet on embankments; the upper 10 inches of the subgrade to consist of gravel spread for a variable width. Outside the graded roadway the slopes shall be extended as directed by the Engineer. A bituminous macadam surface shall be constructed in accordance with the requirements of the standard specifications of the Department of Public Works; except that the asphalt emulsion shall be applied at the rate of 1-1/4 gallons per square yard of road surface and the seal coat shall be applied at the rate of 1/2 gallon per square yard. The surface of the road shall be 20 feet in width and of variable depth. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from Monson to Wales, Mass., and known as Wales Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 43+ and extend in a Westerly direction to Station 60 a distance of 1650 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED THIS First day of July 1935

Selectmen { Howard L. Carew  
of { Frederick J. Sullivan  
Monson { Ralph R. Moulton

The foregoing petition was entered on the 3rd day of July 1935, and due proceedings having been had thereon, on the 9th day of October 1935, said Commissioners file the following Relocation Report, to wit:

Monson, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at station 43+ and extend in a westerly direction to station 60, a distance of 1650 feet more or less, and for aid.

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Plans in Book 10,  
Page 84.



Oct. Meeting 1935.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 9, 1935

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at station 43+ and extend in a westerly direction to station 60, a distance of 1650 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of August, A. D. 1935, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that the said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Wales Road, so called, and begins at the northwesterly end of the location laid out by the County Commissioners in 1934, extending thence in a northwesterly direction for about 1/4 of a mile as hereinafter described:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in April, 1933 and begins at a point marking the northwesterly end of the base line of the aforesaid 1934 layout, shown on plan as station 56+00, thence extending north 35° 43' 00" west 164.48 feet, thence by a curve to the left of 800.00 feet radius 209.19 feet, thence north 50° 41' 55" west 236.93 feet, thence by a curve to the left of 2000.00 feet radius 247.06 feet, thence north 57° 46' 35" west 219.03 feet, thence north 76° 32' 45" west 187.60 feet to a point at the end of the layout shown on plan as station 68+64.29.

The southwesterly location line begins at a point marking the northwesterly end of the southwesterly location line of the aforesaid 1934 layout, said point bearing south 54° 34' 11" west and being 23.50 feet distant from the point of beginning of the above-described base line shown on plan as station 56+00 and extends thence north 35° 25' 49" west 80.08 feet to a point bearing south 54° 34' 11" west and 23.10 feet distant from station 56+80.08, thence by a curve to the left of 1170.00 feet radius 311.78 feet to a point bearing south 80° 02' 43" west and 39.60 feet distant from station 59+73.67, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 32° 13' 25" west and 30.00 feet distant from station 65+69.51, thence by a curve to the left of 770.00 feet radius 283.03 feet to a point at the end of the layout, bearing south 11° 09' 49" west and 22.58 feet distant from the point of ending of the above-described base line shown on plan as station 68+64.29.

The northeasterly location line begins at a point marking the northwesterly end of the northeasterly location line of the aforesaid 1934 layout, said point bearing north 54° 34' 11" east and being 36.50 feet



distant from the point of beginning of the above-described base line shown on plan as station 56+00 and extends thence north 35° 25' 49" west 80.07 feet to a point bearing north 54° 34' 11" east and 36.90 feet distant from station 56+80.08, thence by a curve to the left of 1230.00 feet radius 327.77 feet to a point bearing north 1° 26' 33" west and 39.60 feet distant from station 59+73.67, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 32° 13' 25" east and 30.00 feet distant from station 65+69.51, thence by a curve to the left of 830.00 feet radius 305.08 feet to a point at the end of the layout bearing north 11° 09' 49" east and 37.42 feet distant from the point of ending of the above-described base line shown on plan as station 68+64.29.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County.

Parcel No. 1. A parcel of land supposed to be owned by RUSH F.

PLUMLEY, located on the southwesterly side of Wales Road, so called, between stations 56+00<sub>+</sub> and 60+22<sub>+</sub>, being bounded as follows: southwesterly by the southwesterly location line of the 1935 County Layout, about 414 feet; northwesterly by the southeasterly boundary of land of Nelson Carew, about 10 feet; northeasterly by the assumed front property line, about 417 feet and southeasterly by the southeasterly end of the taking, about 5.5 feet; containing about 3600 square feet.

Parcel No. 2. A parcel of land supposed to be owned by RICHARD S.

SUTCLIFFE, located on the northeasterly side of Wales Road, so called, between stations 56+00<sub>+</sub> and 64+88<sub>+</sub>, being bounded as follows: northeasterly by the northeasterly location line of the 1935 County Layout, about 903 feet; southeasterly by the southeasterly end of the taking, about 14 feet; southwesterly by the assumed front property line, about 900 feet and northwesterly by the southeasterly side of a road separating the property of said Sutcliffe from that of Burt T. Royce, about 11 feet; containing about 9,650 square feet.

Parcel No. 3. A parcel of land supposed to be owned by NELSON CAREW,

located on the southwesterly side of Wales Road, so called, between stations 60+21<sub>+</sub> and 68+64.29, being bounded as follows: southwesterly by the southwesterly location line of the 1935 County Layout, about 830 feet; northwesterly by the northwesterly end of the taking, about 3.5 feet; northeasterly by the assumed front property line about 832 feet and southeasterly by the northwesterly boundary of land of Rush F. Plumley, about 10 feet; containing about 6,850 square feet.



Parcel No. 4. A parcel of land supposed to be owned by BURT T. ROYCE, located on the northeasterly side of Wales Road, so called, between stations 65+70<sub>+</sub> and 68.64.29, being bounded as follows: Northeasterly by the northeasterly location line of the 1935 County Layout, about 305 feet; southwesterly by the front property line, defined in part by a wall and fence, about 302 feet; and northwesterly by the northwesterly end of the taking, about 16.5 feet; containing about 4,350 square feet.

The layout or relocation and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the town of Monson - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

Rush F. Plumley. . . . .	\$1.00
Richard S. Sutcliffe . . . . .	1.00
Nelson Carew . . . . .	1.00
Burt T. Royce. . . . .	1.00

The work to be done is as follows: to grade, surface with gravel and tar mixed in place and otherwise improve about 2,300 feet of road in Monson, leading from Wales, and being known as Wales Road; the work to begin at the end of the section of said road improved in 1933, station 36, and extend westerly to station 59; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The road shall be graded to a width of 23 feet in cuts and 23-28 feet on embankments; the upper 14 inches of the subgrade between stations 43+50 and 59 to consist of gravel spread for a width of 20 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer. A surface consisting of gravel and tar mixed in place shall be constructed in accordance with the requirements of Addendum I attached to agreement of the Department of Public Works, except that rates of application of tar may be changed as directed by the Engineer. The surface of the road shall be 20 feet in width and 1-1/2 inches in depth. A drainage system, consisting of 2 drop inlets and outlets aggregating 64 feet of 12-inch coated corrugated metal pipe and 54 feet of 60-inch coated corrugated metal pipe, shall be constructed where and as directed



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It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Monson, leading to Palmer, and being known as State Avenue, to repair, treat with bituminous material and otherwise improve about 3,693 feet, the work to begin at the Palmer line, station 5+07 and extend southerly to station 42; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FOUR HUNDRED TWENTY-FIVE DOLLARS (\$425.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 37+50 and extend southerly for a distance of 2,650 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield in said County, that common convenience and necessity require that the highway leading from Brimfield to Brookfield and known as the Brookfield road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 37+50 and extend southerly for a distance of 2,650 feet, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and town.

Dated this 17th day of June, 1935.

Everett D. Landen  
Edward J. Killian  
Selectmen of Brimfield.

The foregoing petition was entered on the 17th day of July 1935, and due proceedings having been had thereon, on the 13th day of November, 1935, said Commissioners file the following Final Decree, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 13, 1935

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 37+50 and extend southerly for a distance of 2,650 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of August, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Brimfield, leading to Warren, and being known as Brookfield Road, to grade and otherwise improve about 2,550 feet of road, and surface with gravel and tar mixed in place about 1,700 feet, the work to begin at the end of the section of said road improved in 1934, station 38+50, and extend westerly to station 64; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The road shall be graded to a width of 23 feet in cuts and 23-28 feet on embankments; the subgrade between stations 37+50 and 47 to consist of gravel spread for a width of 20 feet and to a depth of 2 inches, and the subgrade between stations 47 and 64 to consist of gravel spread for a width of 20 feet and to a depth of 16 inches. Outside the graded roadway the slopes shall be extended as directed by the Engineer. Between stations 47 and 64, a surface consisting of gravel and tar mixed in place shall be constructed in accordance with the requirements of Addendum I attached hereto, except that rates of application of tar may be changed as directed by the Engineer. The surface of the road shall be 20 feet in width and 2 inches in depth. A drainage system consisting of outlets aggregating 48 feet of 12-inch reinforced concrete pipe, 78 feet of 18-inch coates corrugated metal pipe and 38 feet of 24-inch coated corrugated metal pipe, shall be constructed where and as directed by the Engineer. At stations 49+57, 58+68 and 62+35, existing culverts shall be removed as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Brimfield.

Thos. J. Costello	)
Charles W. Bray	)County
Maurice G. Donahue	)Commissioners
	)of the County
	)of Hampden.



Oct. Meeting 1935

Westfield, Mayor of the City of, Petr. for certain improvements on Main Street, by installing a curbing along the northerly side, between Mechanic Street and the bridge over the Westfield Little River, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that certain improvements be made by installing a curbing along the northerly side of the travelled way on Main Street between Mechanic Street and the bridge over the Westfield Little River.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this sixteenth day of August 1935.

Raymond H. Cowing  
Mayor of the City of Westfield.

CITY VOTE

CITY OF WESTFIELD, MASSACHUSETTS

August 16, 1935.

Oren E. Parks,  
Supt. Public Works Dept.,  
Westfield, Mass.

Dear Mr. Parks:-

The following vote was passed unanimously by the City Council on recommendation by the Mayor August 15:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the construction of a cement concrete curbing along the whole or portions of the northerly side of Main Street between Mechanic Street and the bridge over the Westfield Little River, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

A true copy, Attest:

J. Chambers Dewey  
City Clerk

The foregoing petition was entered on the 17th day of August 1935, and due proceedings having been had thereon, on the 6th day of November 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 6, 1935

On the petition of the Mayor of the City of Westfield for certain improvements on Main Street, by installing a curbing along the northerly side, between Mechanic Street and the bridge over the Westfield Little River, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twelfth day of September, A. D. 1935, view said highway and hear all parties interested and did adjudge that a curbing should be installed. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following improvements made, to construct about



3,350 feet of concrete curbing on the northerly side of the road in Westfield, leading to Springfield, being known as Main Street; the work to begin at the westerly end of Main Street, station 36+50, and extend easterly to station 3; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, onfile with this case. Concrete curbing shall be placed along the northerly side of Main Street for a distance of 3,350 feet in accordance with the requirements of the standard specifications of the Department of Public Works, except that the curb bar shall be omitted.

These improvements to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the improving of this highway.

All damages sustained by any person by reason of said improvements on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Main St. to Silver St. and known as Elm Street be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at Main Street and running thence Southwesterly about 2820 ft. to the junction of Silver Street, which is a distance of about one-half mile.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1935

John L. Burke  
Clarence A. Duclos  
Herman A. Cordes

Selectmen of the Town of Agawam

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Agawam for specific repairs on Elm Street beginning at Main Street and running thence southwesterly about 2820 feet to the junction of Silver Street, and for aid.

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Elm Street beginning at Main Street and running thence southwesterly about 2820 feet to the junction of Silver Street, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of September, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Agawam, leading to Feeding Hills, and being known as Elm Street, to grade, surface with bituminous concrete type E and otherwise improve about 2,900 feet, the work to begin at the junction of Main Street, station 0, and extend westerly to Silver Street, station 29+00+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The road shall be graded as directed by the Engineer; the subgrade to be widened from 16 feet to 20 feet with gravel spread to a depth of 6 inches. Outside the graded roadway the slopes shall be extended as directed by the Engineer. The surface of the road shall be widened from 16 feet to 20 feet with bituminous macadam constructed in accordance with the requirements of the standard specifications of the Department of Public Works; said surface to be 4 inches in depth. A bituminous concrete Type E surface shall then be constructed in accordance with the requirements of Addendum 4-XXV attached to memorandum of agreement; said surface to be 20 feet in width and 2 inches in depth. Mixtures #2 and #4 shall be used. At station 17+00+, an existing culvert shall be extended about 5 feet in length. Catch basins shall be adjusted to grade where and as directed by the Engineer. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello )  
Chas. W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden.

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Suffield Street beginning at end of 1935 work and extend in a southerly direction to Silver Street a distance of about 2500 feet, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Agawam Bridge to Connecticut Line and known as Suffield Street be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at end of 1935 work and extend in a southerly direction to Silver Street, which is a distance of about 2500 feet.



WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1935

John L. Burke

Clarence A. Duclos

Herman A. Cordes

Selectmen of the Town of Agawam

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Agawam for specific repairs on Suffield Street beginning at end of 1935 work and extend in a southerly direction to Silver Street, a distance of about 2500 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of September, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the construction of an extension of said highway in said Town of Agawam southerly from station 76 to Silver Street at station 101+06.30. All work to be done shall be in accordance with the specifications, terms and conditions of the contract and sub-contract (No. 4925 - dated August 20, 1935 between the State and the Town of Agawam, and the sub-contractor, C.P. Kibbe, Inc. of Springfield) on file in Case No. 70-1935, also in accordance with agreement No. 4925-A of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello	)
Chas. W. Bray	) County
Maurice G. Donahue	) Commissioners
	) of the County
	) of Hampden.



Oct. Meeting 1935

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Shoemaker Lane beginning at a point about 7,000 feet from Main Street and extend in a northwesterly direction to Westfield Street, a distance of about three miles, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway known as Shoemaker Lane be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at a point about 7,000 feet from Main Street and extend in a northwesterly direction to Westfield Street, which is a distance of about three miles.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of August 1935.

John L. Burke

Clarence A. Duclos

Herman A. Cordes

Selectmen of the Town of Agawam

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, on the 2nd day of October 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

On the petition of the Selectmen of the Town of Agawam for specific repairs on Shoemaker Lane beginning at a point about 7,000 feet from Main Street and extend in a northwesterly direction to Westfield Street, a distance of about three miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of September, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Agawam, leading from Feeding Hills, and being known as Shoemaker Lane, to surface with gravel and tar and otherwise improve about 2.38 miles, the work to begin at a point about 1,000 feet west of Suffield Street, and extend for a distance of about 2.38 miles to Westfield Street; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed FOUR THOUSAND FIVE HUNDRED DOLLARS (\$4,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello )County  
Chas. W. Bray )Commissioners  
Maurice G. Donahue )of the County  
of Hampden.



(Seal)

August 23, 1935.

Board of County Commissioners,  
County of Hampden,  
Court House,  
Springfield, Mass.

Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we submit herewith plan and specifications of repairs and additions made on Wells Mills Dam, so-called, on Hollister Brook in Granville, Mass. This dam is owned by the City of Westfield in connection with its water supply.

We respectfully request your approval of this plan and specifications and the work done.

Very truly yours,

CITY OF WESTFIELD  
BOARD OF PUBLIC WORKS

J. O. McKean  
John O. McKean  
Chairman.

OEP:B.

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, the following Specifications were filed on August 30, 1935; Report of Engineer was filed on October 2, 1935; Interlocutory Decree was filed on October 2, 1935; Final Report of Engineer was filed on November 25, 1935; and Final Decree was filed on December 4, 1935, to wit:

August 23, 1935

## DESCRIPTION AND SPECIFICATIONS.

Wells Mills Dam on Hollister Brook, Granville, Mass.

This dam is located on Hollister Brook a little southerly of the West Granville Road, so-called, at a point about 1000 feet easterly of the junction of said road with the Wild Cat Road, so-called. It is owned by the City of Westfield in connection with its water supply. The dam was built many years ago in developing a small water power for a wood working factory, the ruined foundations of which are still in evidence below the dam. It consists of a dry rubble masonry wall backed on the up stream side with a heavy earth embankment.

Recent repairs and additions have been made by the Westfield Water Department as follows:

- The top of the masonry wall was relaid. The earth embankment was widened on the up stream side, stone paving was placed on the slopes, the overflow was reconstructed and a reinforced concrete slab bridge built over same. A roadway was built across the top of the dam, and a guard wall of cement masonry was laid along the down stream side. A 14" cast iron pipe was laid through the dam with gate to permit the water in the pond to be drawn off as desired. A large amount of earth and other material which collected in the pond above the dam was removed. The approximate capacity of the pond above the dam is 329,200 gallons. Water passing this dam flows down the brook 2000 feet to the lower Arnold dam, so-called, thence along the brook passing under a small timber bridge on the road leading from Westfield to Granville, a distance of about 1/2 mile into the Granville Reservoir of said supply. All the

Oct. Meeting 1935

Westfield, City of,  
BOARD OF PUBLIC WORKS,  
Petr. for approval  
of plan and specifi-  
cations of repairs  
and additions on  
Wells Mills Dam so-  
called, on Hollister  
Brook in Granville  
(owned by City of  
Westfield).

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Page 82.



Oct. Meeting 1935

property below the dam is owned wholly by the City of Westfield.

For dimensions and details see plan under date of June 24, 1935 filed herewith.

Approved, October 2, 1935

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Maurice G. Donahue	

REPORT OF ENGINEER

September 30, 1935

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

Relative to the plans and specifications filed on August 30th 1935 by the City of Westfield showing the recent repairs and additions made to the Wells Mills dam, so called, located on Hollister brook in the Town of Granville, I have made an examination of the structure and beg to submit the following:

Hollister brook rises in the Northerly part of the Town of Granville at the foot of "Sweetman Mountain" and flows easterly and southerly into the City of Westfield Granville storage reservoir, built in 1929. It is the largest feeder contributory to the reservoir.

On Hollister brook were constructed, back in the past, small saw-mill dams etc., which have been abandoned long since and allowed to deteriorate for want of repairs. To improve conditions on the water shed from a sanitary standpoint, these dams had been purchased and are now owned by the City of Westfield.

For the purpose of forming small pondage for forest fire protection on the drainage shed the Water Department considered the advisability of restoring some of these small dams and, accordingly, had the Wells Mills dam repaired in 1934 (see Page 7 Report Hampden County Dams, 1934).

The reason that plans and specifications of the work to be done had not been filed with the County for approval before the work was commenced, was, because it was thought the jurisdiction of the County did not extend to small dams constructed for irrigation or other purposes, the breakage of which would involve no risk to life or property.

It appears, however, that the jurisdiction of the County extends to all dams more than 10 feet in height above the natural bed of the stream or where the area draining into the pond formed thereby, exceeds one square mile, or where the quantity of water which the dam impounds exceeds 1,000,000 gallons.

Wells Mills dam is located on Hollister brook about one and one-sixth miles upstream from the Westfield Water Works storage reservoir dam or 2000 feet upstream from Lower Arnold dam, at a point about 1000 feet easterly of the junction of the West Granville road with Wild Cat road, so called.



This dam, in its present condition, may be described as a dry rubble masonry wall backed on the upstream side with a heavy earth embankment. It is 75 feet in length and 18 feet in width along its top, with its spillway 14 feet above the streambed. The drainage area contributory to the dam is about 1-1/4 square miles and the pondage formed thereby is 330,000 gallons.

The repairs made and additions thereto consisted in the re-laying of the top of the masonry, widening and strengthening the earth-fill, paving the embankment slopes with stone, re-constructing the spillway, building a roadway over the top of the dam, including a reinforced concrete bridge across the spillway and parapet guard wall of masonry laid in cement mortar on its down stream side. A gated 14 inch cast iron drain pipe was laid through the dam for drawing down and draining out the pond when desired.

Since the repairs on this dam and additions thereto, have been made in accordance with the plans and specifications filed, and that these repairs and additions are substantial and have made the structure stable, I recommend that the plans and specifications be approved.

Respectfully submitted,

James L. Tighe

#### INTERLOCUTORY DECREE

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

In the matter of the petition of the Board of Public Works, City of Westfield, for approval of plan and specifications of repairs and additions on Wells Mills Dam so-called, on Hollister Brook in Granville (owned by City of Westfield), said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing which report is on file with the case, the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

#### FINAL REPORT OF ENGINEER

November 25, 1935

The Hon. The Board of County Commissioners,  
Hampden County, Court House,  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance Wells Mills dam, so called, on Hollister brook in the town of Granville.

This dam has been repaired, added to and made stable by the owner, the city of Westfield, in accordance with the plan and specifications filed with and approved by the County.

Respectfully submitted,

James L. Tighe



Oct. Meeting 1935

FINAL DECREE

CITY OF WESTFIELD, MASSACHUSETTS

Board of Public Works

August 23, 1935.

Board of County Commissioners,  
County of Hampden,  
Court House,  
Springfield, Mass.

Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we submit herewith plan and specifications of repairs and additions made on Wells Mills Dam, so-called, on Hollister Brook in Granville, Mass. This dam is owned by the City of Westfield in connection with its water supply.

We respectfully request your approval of this plan and specifications and the work done.

Very truly yours,

CITY OF WESTFIELD  
BOARD OF PUBLIC WORKS

(Signed) J.O. McKean

OEP:B.

John O. McKean  
Chairman.

Petition in this case was entered on the thirtieth day of August in the year of our Lord One Thousand Nine Hundred and Thirty-Five, when the said petitioner filed certain specifications and plan of its proposed repairs and additions to an existing dam known as Wells Mills Dam, so-called, on Hollister Brook in Granville, Mass., and owned by the City of Westfield in connection with its water supply, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated Sept. 30, 1935 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on October 2, 1935.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the repairs and additions and to make a final report on same. The Engineer has made a final report in writing to the Board of County Commissioners dated November 25, 1935 which is on file with this case and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Springfield, Mass.  
December 4, 1935



CITY OF WESTFIELD, MASSACHUSETTS

Board of Public Works

August 23, 1935

Board of County Commissioners,  
County of Hampden,  
Court House,  
Springfield, Mass.

Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we submit herewith plan and specifications of repairs and additions made on Lower Arnold Dam, so-called, on Hollister Brook in Granville, Mass. This dam is owned by the City of Westfield in connection with its water supply.

We respectfully request your approval of this plan and specifications and the work done.

Very truly yours,

CITY OF WESTFIELD  
BOARD OF PUBLIC WORKS

(Signed) J.O. McKean

John O. McKean  
Chairman.

OEP:B.

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, the following Specifications were filed on August 30, 1935; Report of Engineer was filed on October 2, 1935; Interlocutory Decree was filed on October 2, 1935; Final Report of Engineer was filed on November 25, 1935; and Final Decree was filed on December 4, 1935, to wit:

August 23, 1935.

DESCRIPTION AND SPECIFICATIONS

Lower Arnold Dam on Hollister Brook, Granville, Mass.

This dam is located on Hollister Brook southerly of the West Granville Road, so-called, at a point about 1000 feet westerly of the junction of said road with the old road leading from Westfield to Granville. It is owned by the City of Westfield in connection with its water supply. The dam was built many years ago in developing a small water power for a saw mill which was located below the dam. It consists of a dry rubble masonry wall backed on the up stream side with a heavy earth embankment.

Recent repairs and additions have been made by the Westfield Water Department as follows:

The top of the masonry wall was relaid. The earth embankment was widened on the up stream side, stone paving was placed on the slopes, the overflow was reconstructed and a reinforced concrete slab bridge built over same. A roadway was built across the top of the dam, and a guard wall of cement was laid along the down stream side. A 14" cast iron pipe was laid through the dam with gate to permit the water in the pond to be drawn off as desired. A large amount of earth and other material which collected in the pond above the dam was removed. The approximate capacity of the pond above the dam is 597,900 gallons.

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Oct. Meeting 1935

Westfield, City of,  
Board of Public Works,  
Petr. for approval  
of plan and speci-  
fications of repairs  
and additions on  
Lower Arnold Dam so-  
called, on Hollister  
Brook in Granville  
(owned by the City  
of Westfield).

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Page 83.



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Water passing this dam flows down the brook about 1/2 mile through property owned wholly by the City into our Granville Storage Reservoir which has a capacity of 630,000,000 gallons, the brook passing under a small timber bridge on the road leading from Westfield to Granville.

For dimensions and details see plan under date of June 24, 1935 filed herewith.

Approved October 2, 1935

Thos. J. Costello	} County Commissioners
Charles W. Bray	
Maurice G. Donahue	

REPORT OF ENGINEER

September 30, 1935

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

In regard to the plans and specifications, filed August 30th 1935 by the City of Westfield, showing the repairs and additions made recently to Lower Arnold dam, so called, located on Hollister brook in the Town of Granville, I have examined the structure and beg to submit the following:

Hollister brook rises in the Northerly part of the Town of Granville at the foot of "Sweetman Mountain" and flows easterly and southerly into the City of Westfield Granville storage reservoir, built in 1929. It is the largest feeder contributory to the reservoir. On this brook, back in the past, were built small saw-mill dams etc., which have been abandoned long since and allowed to deteriorate for want of repairs. To improve conditions on the water shed from a sanitary standpoint, these dams had been purchased and are now owned by the City of Westfield.

For the purpose of forming small pondages for forest fire protection on the water shed, the Water Department considered the advisability of restoring some of these small dams and accordingly made repairs on Lower Arnold dam in 1934. (see Page 6 Report Hampden County Dams, 1934.)

The reason that plans and specifications of the work to be done on this dam, were not filed with the County for approval at the proper time or before the work was commenced, was, because it was thought the jurisdiction of the county did not extend to small dams constructed for irrigation or other purposes, the breaking of which would involve no risk to life or property.

It appears however that the jurisdiction of the county applies to all dams more than 10 feet in height above the natural bed of the stream, or where the area draining into the pond formed thereby exceeds one square mile, or where the quantity of water which the dam impounds exceeds 1,000,000 gallons.



Lower Arnold dam, formerly known as the Strong dam, is located about a mile and a quarter upstream from the Westfield Water Works storage reservoir dam, at a point adjacent to Wild Cat road, so called, about 1000 feet westerly of the old Stage Coach highway between Granville corners and Westfield.

This dam, in its present condition, may be described as a dry rubble masonry wall backed with earth-fill, 124 feet in length and 20 feet in width along its top, with its spillway 13 feet in height above the stream bed. The drainage area contributory thereto is about 1-1/2 squaremiles and the pondage formed thereby is, according to actual measurement 600,000 gallons.

The repairs made and additions thereto, consisted in relaying the top of the rubble masonry, widening and strengthening of the earth-fill backing, paving the earth-fill slopes with stone, re-constructing the spillway or overflow and spanning it with a re-enforced concrete slab bridge.

A roadway was also constructed over the top of the dam, with a masonry parapet guard wall laid in cement mortar on its down stream side, and a gated 14 inch cast iron drain pipe laid through the dam for draining out the pond when desired.

Inasmuch as the repairs on this dam and additions thereto, have been made in accordance with the plans and specifications filed, and that these repairs and additions are substantial and have made the structure stable, I recommend that the plans and specifications be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 2, 1935

In the matter of the petition of the Board of Public Works, City of Westfield, for approval of plan and specifications of repairs and additions on Lower Arnold Dam so-called, on Hollister Brook in Granville (owned by the City of Westfield), said plan and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing which report is on file with the case, The Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe.

Thos. J. Costello	)
Charles W. Bray	)
Maurice G. Donahue	)
	:County
	:Commissioners
	:of the County
	:of Hampden.



Oct. Meeting 1935

FINAL REPORT OF ENGINEER

November 25, 1935

The Hon. The Board of County Commissioners,  
Hampden County, Court House,  
Springfield, Massachusetts.

Thomas J. Costello, Chairman.

Dear Sir:

I recommend for your acceptance Lower Arnold dam, so called, located on Hollister brook in the Town of Granville.

This dam has been repaired, added to and made stable by the owner, the city of Westfield, in accordance with the plan and specifications filed with and approved by the County.

Respectfully submitted,

James L. Tighe

FINAL DECREE

CITY OF WESTFIELD, MASSACHUSETTS

Board of Public Works

August 23, 1935

Board of County Commissioners,  
County of Hampden,  
Court House,  
Springfield, Mass.

Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we submit herewith plan and specifications of repairs and additions made on Lower Arnold Dam, so-called, on Hollister Brook in Granville, Mass. This dam is owned by the City of Westfield in connection with its water supply.

We respectfully request your approval of this plan and specifications and the work done.

Very truly yours,

CITY OF WESTFIELD  
BOARD OF PUBLIC WORKS

(Signed) J.O. McKean

John O. McKean  
Chairman.

OEP:B.

Petition in this case was entered on the thirtieth day of August in the year of our Lord One Thousand Nine Hundred and Thirty-Five, when the said petitioner filed certain specifications and plan of its proposed repairs and additions to an existing dam known as Lower Arnold Dam, so-called, on Hollister Brook in Granville, Mass., and owned by the City of Westfield in connection with its water supply, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated Sept. 30, 1935 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on October 2, 1935.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the repairs and additions and to make a final report on same. The Engineer has made a final report in writing to the Board of County Commissioners



dated November 25, 1935 which is on file with this case and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello )  
 Chas. W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 ) of the County  
 ) of Hampden.

Springfield, Mass.  
 December 4, 1935

"To the County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT the undersigned Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Wilbraham to Ludlow and known as Miller Street be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 98 and extend Northerly a distance of 1750 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of September, 1935.

John J. Whitehouse  
 Raymond L. Warren  
 Alexander J. Butters  
 Board of Selectmen  
 Ludlow, Mass.

The foregoing petition was entered on the 11th day of September 1935, and due proceedings having been had thereon, on the 13th day of November, 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 13, 1935

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Miller Street, the work to begin at station 98 and extend northerly a distance of 1750 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of September, A. D. 1935, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with bituminous macadam and otherwise improve about 2,000 feet of road in Ludlow, leading from North Wilbraham, and being known as Miller Street;

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Miller Street, the work to begin at station 98 and extend northerly a distance of 1750 feet more or less, and for aid.



the work to begin at the end of the section of said road improved in 1935, station 98, and extend northwesterly to station 118; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case. The road shall be graded to a width of 26 feet in cuts and 30 feet on embankments; the upper 10 inches of the subgrade to consist of gravel spread for a width of 20 feet. Outside the graded roadway the slopes shall be extended as directed by the Engineer.

A bituminous macadam surface shall be constructed in accordance with the requirements of the standard specifications of the Department of Public Works; said surface to be 20 feet in width and 6 inches in depth. At stations 99+20, 106+00 and 114+00, 15-inch coated corrugated metal pipe culverts, each 40 feet in length, with standard headers, shall be constructed as directed by the Engineer.

The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Brimfield, Selectmen of, Petrs. for elimination of a wooden bridge on road leading from Brimfield to Holland and known as Holland Road and alterations and specific repairs on said road, beginning at a point approx. 1,000 ft southerly from junction of said Holland and Page Hill Rds and extending southerly for a distance of 500 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield in said County, that common convenience and necessity require the elimination of a wooden bridge on the road leading from Brimfield to Holland and known as the Holland road, and that alterations be made in the course and width of said road and that the same be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point approximately 1,000 feet southerly from the junction of said Holland and Page Hill roads and extending southerly for a distance of 500 feet, more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and town.

Dated this 17th day of June, 1935.

Everett D. Landen  
Edward J. Killian  
Selectmen of Brimfield



The foregoing petition was entered on the 26th day of September 1935, and due proceedings having been had thereon, on the 13th day of November, 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 13, 1935

On the petition of the Selectmen of Brimfield for elimination of a wooden bridge on road leading from Brimfield to Holland and known as Holland Road and alterations and specific repairs on said road, beginning at a point approximately 1,000 feet southerly from junction of said Holland and Page Hill Roads and extending southerly for a distance of 500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of October, A. D. 1935, view said bridge and highway and hear all parties interested and did adjudge that said bridge should be abolished and specific repairs should be made on said highway. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following work done, to abolish a timber bridge over the tracks of the Southern New England Railroad Company, and to grade and otherwise improve about 692 feet of road in Brimfield, leading to Holland, and being known as Holland Road; the work to begin at a point about 1,700 feet south of the intersection of Route 20, station 17+08, and extend southerly to station 24; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The road shall be graded to a width of 23 feet in cuts and 23-28 feet on embankments. Outside the graded roadway the slopes shall be extended as directed by the Engineer. An existing timber bridge over the tracks of the Southern New England Railroad Company shall be abolished as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works. The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed THREE HUNDRED FORTY (\$340.) towards the repairing of this highway and abolishing the bridge.

All damages sustained by any person by reason of said repairs on this road and removal of bridge shall be paid by the Town of Brimfield.

Charles W. Bray	)County
	:Commissioners
Maurice G. Donahue	)of the County
	:of Hampden.
Francis M. O'Keefe	)Assoc. Commissioner.



Oct. Meeting 1935

Montgomery, Selectmen of the Town of, Petrs. for specific repairs on Main Road leading from Montgomery to Huntington, the work to begin at station 271 and extend northerly to station 275, which is a distance of 300 feet more or less and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Montgomery to Huntington and known as The Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 2-7-1 and extend in a northerly direction to station 2-7-5 which is a distance of 300 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 28th day of September 1935.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of  
Montgomery.

The foregoing petition was entered on the 1st day of October 1935, and due proceedings having been had thereon, on the 13th day of November 1935, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 13, 1935

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road leading from Montgomery to Huntington, the work to begin at station 271 and extend northerly to station 275, which is a distance of 300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of October, A. D. 1935, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, construct a 12" gravel foundation and surface with 4" of gravel for a width of 18 feet from station 271 to station 274-50; this in accordance with letter from G.A. Curtis, District Highway Engineer, dated Nov. 8, 1935, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery the unexpended balance of the County's 1935 appropriation of \$2,550.00, towards the repairing of this section of highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



September 30, 1935

Agreement entered into by and between the City of Springfield and County of Hampden, the City to supply the District Court Bldg. on Pynchon St. and Broadway, with steam for heating purposes commencing October 1, 1935 to and including Sept. 30, 1937. (Filed in Cty. Treas. Office).

Oct. Meeting 1935

Agreement

October 2, 1935

Order to arrest Vincent Szarek of Chicopee Falls, holder of permit to be at liberty.

Order to Arrest

Order to arrest Patrick Ormond of Springfield, holder of a release on parole.

Order to Arrest

Order to arrest Antonio Messier of Chicopee, holder of a release on parole.

Order to Arrest

Ordered, County Treasurer authorized and directed to pay \$1,483.35 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case #67-1934.

Orders

Ordered, County Treasurer authorized and directed to pay \$2,110.40 to Town of Agawam on acct. of County's proportion of cost of work done on Suffield Street.

Ordered, County Treasurer authorized and directed to pay \$163.02 to the Town of Brimfield on acct. of County's proportion of cost of work done on Holland and Warren Roads.

Ordered, County Treasurer authorized and directed to pay \$2,000. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer authorized and directed to pay \$1,000. to the Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer authorized and directed to pay \$2,310.46 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street.

Ordered, County Treasurer authorized and directed to pay \$1,650. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road (also known as Brimfield Road).

Ordered, that the sum of \$154.78 which is balance of County's proportion of cost of work done on Jarvis Avenue (cutoff) be paid from County Treasury to City of Holyoke.

Ordered, County Treasurer authorized and directed to pay \$1,021.38 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, County Treasurer authorized and directed to pay \$492.95 to City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.



Oct. Meeting 1935

Orders

October 9, 1935

Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$1545.13 to Town of West Springfield on acct. of County's proportion of cost of work done on Westfield Street.

October 16, 1935

Ordered, that the sum of \$1,665.23 which is balance of County's proportion of cost of work done on Thorndike Street be paid from County Treasury to Town of Palmer. Case No. 29 - 1934.

October 23, 1935

Ordered, County Treasury authorized and directed to pay \$793.56 to City of Chicopee on acct. of County proportion of cost of work done on Granby Road. Case No. 67 - 1934.

Ordered, that the sum of \$849.98 be paid from County Treasury to the City of Westfield for work done on College Highway, Route #10, between Westfield and Southampton.

October 30, 1935

Voted, that recommendation of County Personnel Board be accepted establishing the salary of Charles M. Calhoun, Clerk of Courts, at \$6400. per annum, retroactive from January 1, 1935.

Ordered, that the sum of \$637.41 be paid from County Treasury to Town of Agawam for work done on South Street-Shoemaker Lane.

Ordered, County Treasurer authorized and directed to pay \$2077.50 to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.

Ordered, County Treasurer authorized and directed to pay \$1,500. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.

Ordered, County Treasurer authorized and directed to pay \$359.00 to Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer authorized and directed to pay \$809.45 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street.

Ordered, that the sum of \$1530. be paid from County Treasury to Town of Hampden for work done on East Longmeadow Road, in Hampden.

Ordered, that the sum of \$425. be paid from County Treasury to Town of Hampden for work done on Wilbraham Road and Main Street.

Ordered, County Treasurer authorized and directed to pay \$250. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Vote -  
Salary of  
Charles M. Calhoun,  
Clerk of Courts.

Orders



Oct. Meeting 1935

Orders

October 30, 1935

Ordered, County Treasurer authorized and directed to pay \$1,971.10 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$300. to Town of Russell on acct. of County's proportion of cost of work done on Pine Hill Road.

Ordered, County Treasurer authorized and directed to pay \$2,780.62 to City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.

Ordered, County Treasurer authorized and directed to pay sum of \$2,100. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road.

Ordered, County Treasurer authorized and directed to pay \$90.00 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$79.23 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$685.24 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

Ordered, that the sum of \$1,700. be paid from County Treasury to Town of Wilbraham for work done on Glendale Road.

Ordered, that the sum of \$510. be paid from County Treasury to Town of Wilbraham for work done on Stony Hill Road.

Ordered, County Treasurer authorized and directed to pay \$17,657.75 to County of Hampden on the Tuberculosis Hospital Acct. which is the assessment for the year 1934.

Voted, that the salary of Brian J. Long, Guard at the Hampden County Jail, be increased.

Voted to Increase Salary

November 13, 1935

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts, on State Highway Account, the sum of \$9,519.61.

Order to Pay Commonwealth Money

November 20, 1935

Order to arrest William B. Williamson of Springfield, holder of a release on parole.

Order to Arrest

Ordered, that the sum of \$340. be paid from County Treasury to Town of Brimfield for work done on Holland Road (elimination of bridge and road work).

Orders

Ordered, that the sum of \$1,700. be paid from County Treasury to Town of Brimfield for work done on Brookfield Road.



Oct. Meeting 1935

Orders

November 20, 1935

Ordered, County Treasurer authorized and directed to pay sum of \$194.84 to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street.

Ordered, that the sum of \$2,550. be paid from County Treasury to Town of Granville for work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$800. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$375. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road.

Ordered, that the sum of \$425.00 be paid from the County Treasury to Town of Palmer for work done on Thorndike Street. (Curbing)

Ordered, County Treasurer authorized and directed to pay \$2,515.50 to City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.

Ordered, that the sum of \$610. which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.

Ordered, County Treasurer authorized and directed to pay \$654.24 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

November 27, 1935

Ordered, that the sum of \$2,375. be paid from County Treasury to Town of Agawam for work done on Elm Street.

Ordered, County Treasurer authorized and directed to pay \$3,291.40 to the town of Agawam on acct. of work done on Shoemaker Lane.

Ordered, County Treasurer authorized and directed to pay \$1,421.87 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road. Case No. 67-1934.

Ordered, that the sum of \$347.91 be paid from County Treasury to Town of East Longmeadow for work done on Mapleshade Avenue.

Ordered, that the sum of \$1,020. be paid from County Treasury to Town of Hampden for work done on North Monson Road.

Ordered, that the sum of \$1,816.11 be paid from County Treasury to Town of Longmeadow for work done on Shaker Road.

Ordered, that the sum of \$2,550. be paid from County Treasury to Town of Southwick for work done on South Longyard Road.



Orders

November 27, 1935

Ordered, County Treasurer authorized and directed to pay \$2,988.18 to City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.

Ordered, that the sum of \$2,135. be paid from County Treasury to the City of Westfield for work done on North Road.

Ordered, County Treasurer authorized and directed to pay \$573.75 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

December 4, 1935

Ordered, that the sum of \$1,600. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$1,606.64 which is balance of County's proportion of cost of work done on Montgomery Street be paid from County Treasury to City of Chicopee. Case No. 68-1933.

Ordered, that the sum of \$64.70 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery.

Ordered, County Treasurer authorized and directed to pay \$2,200. to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road.

Ordered, County Treasurer authorized and directed to pay \$418.78 to City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.

Ordered, County Treasurer authorized and directed to pay \$493.03 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

December 18, 1935

Ordered, that the sum of \$1,194.23 which is balance of County's proportion of cost of work done on Shoemaker Lane be paid from County Treasury to the Town of Agawam.

Ordered, that the sum of \$47.50 which is balance of County's proportion of cost of work done on Russell Stage Road be paid from County Treasury to the Town of Blandford.

Ordered, that the sum of \$261.98 which is balance of County's proportion of cost of work done on Warren Road and Holland Road, be paid from County Treasury to Town of Brimfield.

Ordered, that the sum of \$553.50 which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to the Town of Chester.

Ordered, that the sum of \$270. which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland.



Oct. Meeting 1935

Orders

December 18, 1935

Ordered that the sum of \$421.43 be paid from County Treasury to Town of Holland for work done on Mashapaug Road.

Ordered that the sum of \$1,700. be paid from County Treasury to Town of Ludlow for work done on Miller Street.

Ordered that the sum of \$2,000. be paid from County Treasury to Town of Ludlow for work done on Miller Street.

Ordered, that the sum of \$53.62 which is balance of County's proportion of cost of work done on Wales Road be paid from County Treasury to Town of Monson.

Ordered, County Treasurer authorized and directed to pay \$482.46 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road.

Ordered, that the sum of \$125. which is balance of County's proportion of cost of work done on Pine Hill Road be paid from County Treasury to the Town of Russell.

Ordered, County Treasurer authorized and directed to pay \$260.87 to the City of Springfield on acct. of County's proportion of cost of work done on Parker and Cooley Streets.

Ordered, that the sum of \$450. which is balance of County's proportion of cost of work done on New Boston Road, be paid from County Treasury to Town of Tolland.

Ordered, that the sum of \$175.77 which is balance of County's proportion of cost of work done on Monson Road, be paid from County Treasury to Town of Wales.

Ordered, that the sum of \$750. be paid from County Treasury to City of Westfield for work done on Main Street (curbing).

Ordered, County Treasurer authorized and directed to pay \$285.53 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

Ordered, that the sum of \$1,700. be paid from County Treasury to Town of Wilbraham for work done on Tinkham Road.

Damages Done  
By Dogs

Land Damages



Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 23, 1935

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-fourth day of said month, and by adjournment on the thirty-first day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Five.

Present:

Thomas J. Costello, Esquire, Chairman	}	County Commissioners
Charles W. Bray, Esquire		
Maurice G. Donahue, Esquire		
Francis M. O'Keefe, Esquire, Associate Commissioner		

And by adjournment on the eighth day of January and from time to time to the eighth day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Six.

Present:

Thomas J. Costello, Esquire, Chairman	}	County Commissioners
Charles W. Bray, Esquire		
Maurice G. Donahue, Esquire		

On said eighth day of January, the Board, consisting of Thomas J. Costello, Charles W. Bray and Maurice G. Donahue, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which Thomas J. Costello has two and is chosen Chairman of the Board for the year ensuing.

The following cases were dismissed. (Nos. 89 and 95.)

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENTS the undersigned Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the bridge over the New York, New Haven and Hartford R.R. on Shoemaker Lane be removed, that the grade of said Shoemaker Lane at that point be changed and that a crossing of said railroad at grade be established at that place.

WHEREFORE your petitioners pray that your Honorable Board give proper and legal notice of a hearing in the above matter and do and decree whatever is meet and proper in the premises.

Dated this twenty eighth day of August 1935.

John L. Burke

Clarence A. Duclos

Herman A. Cordes

Selectmen of the Town of Agawam

The foregoing petition was entered on the 30th day of August 1935, and due proceedings having been had thereon, the following Final Decree, dismissing Petition, was filed on March 18, 1936, to wit:

Agawam, Selectmen of the Town of, Petrs. for removal of bridge over the N.Y. N.H. & H. R.R. on Shoemaker Lane, that the grade at that point be changed and that a crossing of said railroad at grade be established at that place.

89

Petition Dismissed



Dec. Meeting 1935

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 18, 1936

On the petition of the Selectmen of the Town of Agawam for removal of bridge over the New York, New Haven and Hartford Railroad on Shoemaker Lane, that the grade at that point be changed and that a crossing of said railroad at grade be established at that place, it appearing that the work was done by agreement between the Selectmen of the Town of Agawam, The New York, New Haven and Hartford Railroad Company, and Hartford and Connecticut Western Railroad Company, copy of which agreement is on file. it is hereby ORDERED, ADJUDGED and DECREED that the petition is dismissed.

Thos. J. Costello )  
 Chas. W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the Board of Aldermen of the City of Holyoke that public convenience and necessity require that a new way be laid out in the City of Holyoke across the location of the Boston and Maine Railroad at a level with said railroad, said new way to be an extension of the present city way known as Canal Street.

Wherefore your petitioners pray that said Commissioners will lay out said way.

Dated at Holyoke this first day of October, 1935.

David A. Whalen  
 Gerald R. Sabourin  
 Theodore P. Moynahan  
 Louis H. Prevost  
 Sidney E. Whiting, Jr.  
 E. Clayton Tucker  
 John Weryniski  
 Jeremiah J. Hurley  
 Edgar M. Osgood  
 John L. O'Neill  
 Oscar DeRoy

Howard C. Dibble  
 Roland F. Peltier  
 John D. Ryan, Jr.  
 Milton F. Ryan  
 Frank O'Connell  
 Frederick Childs  
 Joseph F. Griffin

Henry J. Toepfert  
 Mayor.

Board of Aldermen of the  
 City of Holyoke.

The foregoing petition was entered on the 2nd day of October 1935, and due proceedings having been had thereon, on the 4th day of March 1936, the following Final Decree, dismissing petition without prejudice, was filed on March 4, 1936, to wit:

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 4, 1936

In the matter of the petition of the Board of Aldermen of the City of Holyoke for layout of a new way in Holyoke across the location of the Boston and Maine Railroad at a level with said Railroad, said new way to be an extension of the present City way known as Canal Street, no person having appeared for or against said petition at the time of the hearing on February 19, 1936, it is hereby ORDERED, ADJUDGED and

Holyoke, Board of Aldermen of the City of, Petrs. for lay-out of a new way in Holyoke across the location of the Boston and Maine Railroad at a level with said railroad, said new way to be an extension of the present city way known as Canal Street.

95

Petition Dismissed  
 Without Prejudice.



Dec. Meeting 1935

DECREED that said petition is dismissed without prejudice.

Thos. J. Costello )County  
Charles W. Bray )Commissioners  
Francis M. O'Keefe )of the County  
Assoc. Commissioner

Order Changing  
Name of Street

January 3, 1936

Order passed by Bd. of Aldermen Dec. 9, 1935, by the Common Council Dec. 23, 1935 and approved by the Mayor Dec. 23, 1935, changing name of highway known as Kimberly Street extending from Allen Street to White Street, to Kimberly Avenue.

Rentals from  
Springfield Street  
Railway and New  
Eng. Tel. & Tel.  
reference Memorial  
Bridge.

January 7, 1936

Ordered, County Treasurer authorized and directed to pay \$10,875. received as rentals from the Springfield Street Railway Co., and the New England Telephone and Telegraph Co., under their contract with the County of Hampden with reference to use of Hampden County Memorial Bridge, by said Companies to certain cities, towns and county.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 7, 1936

ORDERED: that John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of TEN THOUSAND EIGHT HUNDRED SEVENTY-FIVE DOLLARS (\$10,875.00) received as rentals from the Springfield Street Railway and the New England Telephone and Telegraph Company under their contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said Companies to the following;

City of Springfield	51%	\$5,546.25
County of Hampden	31%	3,371.25
Town of West Springfield	12%	1,305.00
City of Holyoke	3%	326.25
City of Westfield	2%	217.50
Town of Agawam	1%	108.75
		<u>\$10,875.00</u>

Thos. J. Costello )  
Chas. W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden.

Orders

Ordered, County Treasurer authorized and directed to pay \$143.74 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue. Case No. 76 - 1935.

Ordered, County Treasurer authorized and directed to pay \$601.85 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 64 - 1935.

Ordered, County Treasurer authorized and directed to pay \$237.43 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway. Case No. 80 - 1935.



January 8, 1936

Voted, this day to appoint WILLIAM C. GILES, Esquire, of Springfield, Hampden County, Mass., as Counsel for the Hampden County Commissioners for the year 1936, and he is hereby appointed.

Appointment  
William C. Giles  
Counsel

Voted, this day, to appoint William T. Keefe of Westfield, Hampden County, Massachusetts, as Dog Officer for the County of Hampden, for the year 1936, and he is hereby appointed.

Appointment  
William T. Keefe  
Dog Officer.

Order to Transfer (5)

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

January 8, 1936

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Salaries and Expenses, District Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for any money in the County Treasury unappropriated the sum of Eight Hundred and Eighty dollars and Ninety-one Cents (\$880.91) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	}	County Commissioners
Chas. W. Bray		
Maurice G. Donahue		

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

January 8, 1936

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Criminal Costs in Superior Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the County Treasury the sum of Two Thousand and Forty-one dollars and Twenty-four cents (\$2041.24) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello	}	County Commissioners
Charles W. Bray		
Maurice G. Donahue		

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

January 8, 1936

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Unpaid Bills of Previous Years in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Four dollars and Twelve cents (44.12) in addition to the amount authorized by law for the purpose aforesaid.



The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

	Thos. J. Costello	} County Commissioners
	Charles W. Bray	
	Maurice G. Donahue	
Approved Jan. 9, 1936 Theodore N. Waddell Director of Accounts		

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

January 8, 1935

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Repairing, Furnishing and Improving County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Four Hundred and Fifty-eight dollars and Eighty-three cents (\$458.83) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

	Thos. J. Costello	} County Commissioners.
	Charles W. Bray	
	Maurice G. Donahue	
Approved Jan. 9, 1936 Theodore N. Waddell Director of Accounts		

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield

January 8, 1936

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Law Library in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Four Hundred and Twenty-eight dollars and Seventy cents (428.70) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

	Thos. J. Costello	} County Commissioners.
	Charles W. Bray	
	Maurice G. Donahue	
Approved Jan. 9, 1936 Theodore N. Waddell Director of Accounts.		

Thomas J. Costello  
Chosen Chairman.

January 13, 1936

Thomas J. Costello, Esquire, of Springfield,  
chosen by ballot, Chairman, for ensuing year.

Order Accepting  
Work on Granby Rd.

January 15, 1935

Order accepting work done on Granby Road in  
Chicopee and notice on final payment. Case No.  
67 - 1934.

Order

Ordered, County Treasurer authorized and directed  
to pay \$1,684.53 to Town of Palmer on acct. of  
County's proportion of cost of work done on  
Whipples Crossing Bridge. Case No. 65 - 1935.



January 15, 1936

Ordered, that the sum of \$154.87 which is balance of County's proportion of cost of work done on Westfield Street be paid from County Treasury to Town of West Springfield. Case No. 81 - 1935.

Order

Order to revoke parole of James J. Connor of Springfield and to arrest said James J. Connor

Order to revoke parole and arrest

Ordered, that the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under the provisions of laws, by apportioned upon the towns and one city in the County of Hampden.

Expense of Maintenance of Hampshire County Sanatorium.

Hampden, ss:

COMMONWEALTH OF MASSACHUSETTS  
County Commissioners' Meeting January 15, 1936

ORDERED: That the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2 and the Acts of 1929, Chapter 184 be apportioned upon the following towns and one city in the County of Hampden and the amounts set forth, to wit:-

Agawam	\$1,501.29
Blandford	126 87
Brimfield	158 58
Chester	243 16
East Longmeadow	634 35
Granville	285 45
Hampden	126 87
Holland	31 71
Longmeadow	1,871 33
Ludlow	1,342 71
Monson	592 06
Montgomery	42 29
Palmer	1,395 57
Russell	623 77
Southwick	338 32
Tolland	52 86
Wales	63 43
West Springfield	3,964 74
Westfield	3,192 95
Wilbraham	496 90
	<hr/>
	17,085 21

Said amounts apportioned on the said towns and one city to be paid to the County Treasurer of the County of Hampden on or before March 1, 1936.

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County  
Commissioners  
of the  
County of Hampden

January 18, 1936

County Estimate

County Estimate



Dec. Meeting 1935

Name of Street  
Changed

January 21, 1936

That part of Laurelton Street lying northerly of Royal Street was changed to Barber Street, by order of the Board of Aldermen, City of Springfield, July 1, 1935, by the Common Council July 8, 1935, and approved by the Mayor July 8, 1935.

Order

January 22, 1936

Ordered, County Treasurer authorized and directed to pay sum of \$315.69 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 64 - 1935.

Voted to accept  
bid.

Voted to accept bid of Federal Laboratories, Inc., of Pittsburgh, Pa., to furnish and install at the Hampden County Jail, Springfield, Mass., a Federal Gun Detector doorway at a price of \$1,550. installed.

Report of Inspection of Jail and  
House of  
Correction

Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.

Order

January 29, 1936

Ordered, that the sum of \$513.08 which is balance of County's proportion of cost of work done on Elm Street be paid from County Treasury to Town of East Longmeadow. Case No. 61 - 1935.

Order to Borrow  
Money

February 5, 1936

Ordered, County Treasurer authorized to borrow from time to time an amount not exceeding \$500,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Maintenance  
Mt. Tom State  
Reservation

Ordered, County Treasurer authorized and directed to pay \$12,656.62 to the County of Hampshire which is County of Hampden's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.

Orders

Ordered, that the sum of \$2,893.34 be paid from County Treasury to Town of Agawam for work done on Suffield Street. Case No. 87 - 1935.

February 12, 1936

Ordered, County Treasurer authorized and directed to pay \$140.19 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Case No. 64 - 1935.

Order of Feb. 5,  
1936, Revoked.

February 19, 1936

Ordered, the County Commissioners hereby revoke order of Feb. 5, 1936 at suggestion of Ropes, Gray, Boyden and Perkins of Boston, Attys. for First National Bank who certify County Notes, to designate place of meeting of County Commissioners.

Order to Borrow  
Money

Ordered, County Treasurer authorized to borrow from time to time an amount not exceeding \$500,000. under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Annual Report

February 19, 1936

ANNUAL REPORT

Order

Ordered, County Treasurer authorized and directed to pay \$553.43 to Town of Palmer on acct. of County's proportion of cost of work done on Whipples Crossing Bridge. Agreement No. 5215 - Case No. 65, 1935.



February 26, 1936

Voted - that one (1) month in twelve (12) months be allowed County employees for sickness.

March 11, 1936

Order to arrest Timothy F. Shean of West Springfield, holder of a release on parole.

March 18, 1936

Order to arrest Joseph G. O'Neill of Springfield, holder of a release on parole.

Voted to award County of Hampden notes numbered 556 to 572 inclusive, dated March 19, 1936, due November 6, 1936, aggregating Two Hundred Thousand Dollars (\$200,000.) to the FIRST BOSTON CORPORATION at .18 percent discount.

March 20, 1936

Ordered that the Court House be closed today, March 20, 1936. (The Flood)

March 25, 1936

Voted, that Hampden County Jail be repaired by day work by T.A. PEARSON ASSOCIATES, Springfield, and that the best interests of the County require, since an emergency exists, such work to be done.

April 1, 1936

Voted, to re-appoint Mr. Harry C. Lane of Westfield, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1936 to April 1, 1939.

Voted, to re-appoint Mr. R. F. McElwaine of West Springfield a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1936 to April 1, 1939.

Voted, to re-appoint Mr. Edward J. Ruxton of Springfield a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1936 to April 1, 1939.

April 8, 1936

Ordered, that the sum of \$1,168.10 which is balance of County's proportion of cost of work done on Parker and Cooley Streets in Springfield be paid from County Treasury to the City of Springfield. Case No. 53 - 1935.

Ordered, that the sum of \$354.21 which is balance of County's proportion of cost of work done on King's Highway be paid from County Treasury to Town of West Springfield. Case No. 80 - 1935.

Sundry accounts being presented, are allowed, and the same amounting to the sum of

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Dec. Meeting 1935

Sick Leave

Order to arrest

Order to arrest

Voted to Award  
Notes

Order

Voted to Repair  
Jail

Voted to re-appoint  
Harry C. Lane,  
Trustee.

Voted to re-appoint  
R.F. McElwaine  
Trustee

Voted to re-appoint  
Edward J. Ruxton  
Trustee

Orders

Damages Done  
By Dogs

Land Damages

Sundry Accounts



Dec. Meeting 1935

April 8, 1936

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

\_\_\_\_\_  
CLERK.



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

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intentionally left blank



## The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the fourteenth day of said month and from time to time to the seventeenth day of June, in the year of our Lord one thousand nine hundred and thirty-six.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

May 6, 1936

Order to arrest Michael P. Griffin of Holyoke, holder of a release on parole.

Order to Arrest

Voted, County Treasurer authorized to sell The Youngstown Sheet and Tube Co. 5% Gold Bonds called, -and to purchase \$10,000. The Virginian Railway Company, First Lien and Refunding Mortgage Bonds. War Chest Fund.

Purchase & Sale Bonds

Ordered, that the sum of \$281.26 which is balance of County's proportion of cost of work done on State Avenue be paid from County Treasury to Town of Monson. Case No. 76 - 1935.

Orders

Ordered, County Treasurer authorized and directed to pay \$197.22 to Town of Palmer on acct. of County's proportion of cost of work done on Whipples Crossing Bridge. Case No. 65 - 1935.

June 11, 1936

Ordered, County Treasurer authorized and directed to pay \$644.60 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - 1935.

June 17, 1936

Coal Bids received and publicly opened and read.

Coal Bids Received and Read.Damages Done By DogsLand Damages

Sundry Accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

June 17, 1936

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-third day of said month and from time to time to the thirtieth day of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Six.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Holland. Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at end of 1935 construction and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

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Dismissed Without Prejudice

THE FOLLOWING CASE WAS DISMISSED WITHOUT PREJUDICE:

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Union St. and known as Mashapaug Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of 1935 construction and extend in a Southerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16 day of May 1936

Walter F. Cummings

Edwin M. Hall

Lewis F. Blodgett

Selectmen of the Town of Holland.

The foregoing petition was entered on the 22nd day of June 1936, and due proceedings having been had thereon, it was dismissed without prejudice on September 2, 1936, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS:

County Commissioners' Meeting September 2, 1936

In the matter of the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at end of 1935 construction and extend in a southerly direction for a distance of 2000 feet more or less, and for aid, after hearing, it is hereby ORDERED, ADJUDGED and DECREED that said petition be dismissed without prejudice.

Thos. J. Costello	} County Commissioners of the County of Hampden.
Charles W. Bray	
Maurice G. Donahue	



June Meeting 1936

## TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

Respectfully represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that the highway known as Glendale Road, beginning at the intersection of Chapel Street and running to the Town of Hampden, approximately three miles, more or less, be relocated, laid out and bounded.

Wherefore your Petitioners pray that your Honorable Board, after notice, view and hearing, may make such re-locations and alterations as may be necessary, and lay out and bound said highway in accordance therewith.

The Selectmen of Wilbraham

Fred W. Green } Chairman  
George E. Murphy, Jr. }  
W. H. McGuire }

Dated at Wilbraham this first day of October, 1935.

The foregoing petition was entered on the 15th day of October 1935, and due proceedings having been had thereon, on the 23rd day of September 1936, said Commissioners file the following Relocation Report, to wit:

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss. County Commissioners' Meeting September 23, 1936

On the petition of the Selectmen of the Town of Wilbraham for relocation, alterations, layout and bounding highway known as Glendale Road, beginning at intersection of Chapel Street and running to the Town of Hampden, approximately three miles, more or less. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixth day of November A. D. 1935, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate said highway in the manner following:

Beginning at a point in the division line between the town of Wilbraham and the town of Hampden, bearing N 81° 30' E 47.18 feet from a stone monument marking said division line

Thence N. 9° 47' 50" E 2284.15 feet to station 22+31.16

Thence N. 4° 7' 30" E 1264.36 feet to station 35+53.69

Thence N. 1° 27' 30" E 357.66 feet to station 39+12.29

Thence N. 8° 26' 30" E 373.34 feet to station 42+83.02

Thence N. 10° 18' 50" W 403.66 feet to station 46+79.39

crossing the center of Monson Road at station 44+53

Thence N. 24° 43' 20" W 225.33 feet to station 49+02.29

Thence N. 21° 22' 00" W 686.23 feet to station 55+89.25

Thence by a curve to the right, Tangent to the last line described

having a radius of 925.00 feet 612.23 feet to station 62+18.03

Wilbraham, Selectmen of the Town of, Petrs. for relocation, alterations, layout and bounding highway known as Glendale Road, beginning at intersection of Chapel Street and running to the Town of Hampden, approximately three miles, more or less.

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Plans in Book 10,  
Pages 94-103 incl.



Thence N. 16° 33' 22" E. Tangent to the last line described, 605.61 feet to station 68+23.64

Thence by a curve to the left, tangent to the last line described, having a radius of 1325.00 feet 460.90 feet to station 72+75.85

Thence by a curve to the left, tangential to the last line described, having a radius of 614.64 feet 311.42 feet to station 75+74.60

Thence by a curve to the right, tangential to the last line described, having a radius of 699.11 feet 295.62 feet to station 78+80.79

Thence N. 8° 10' 38" W Tangent to the last line described 455.96 feet to station 83+37.95

Thence N. 2° 39' 00" W 1276.02 feet to station 96+14.45

Thence N. 5° 58' 45" W 325.96 feet to station 99+39.69

Thence by a curve to the left, tangent to the last line described, having a radius of 1075.00 feet 247.97 feet to station 101+81.99

Thence N. 19° 11' 45" W 399.29 feet to station 105+81.96

Thence N. 15° 37' 25" W 482.10 feet to station 110+66.38

Thence N. 8° 32' 40" W 546.85 feet to station 116+12.29

Thence N. 19° 52' 05" W 736.68 feet to station 123+46.49

Thence by a curve to the right, tangent to the last line described, having a radius of 925.00 feet 320.82 feet to station 126+75.98

Thence tangent to the last described line

N. 0° 00' 15" E 713.58 feet to station 133+89.04

Thence N. 2° 22' 05" W 335.11 feet to station 137+23.63

Thence by a curve to the left, tangent to the last described line, having a radius of 500.00 feet 289.72 feet to station 139+98.86 passing Crane Hill Road on the right thence tangent to the last described line N. 35° 34' 05" W 174.93 feet to station 141+72.59

Thence N. 41° 57' 35" W 691.65 feet to station 148+62.64

Thence by a curve to the left, tangent to the last described line, having a radius of 625.00 feet 312.28 feet to station 151+62.43

Thence N. 70° 35' 15" W 1935.41 feet to station 170+97.84

Thence by a curve to the right, tangent to the last described line, having a radius of 75.00 feet 79.14 feet to station 172+03.36 passing Mountain Road on the left. Thence tangent to the last described line N. 10° 07' 45" W 892.82 feet to station 180+95.46

Thence N. 13° 26' 15" W 746.86 feet to station 188+42.68

Thence N. 8° 28' 55" W 280.57 feet to station 191+24.33

Thence by a curve to the left, tangent to the last described line, having a radius of 525.00 feet 298.10 feet to station 194+08.23

Thence tangent to the last described line

N. 41° 00' 55" W 515.08 feet to station 199+25.63

Thence N. 30° 24' 15" W 271.85 feet to station 201+99.80

Thence by a curve to the left, tangent to the last described line, having a radius of 225.00 feet 191.99 feet to station 203+70.46

Thence N. 79° 17' 45" W 346.58 feet to station 207+18.02

Thence N. 74° 48' 40" W 715.61 feet to station 214+40.72

Thence N. 47° 19' 10" W 261.47 feet to station 217+05.85

Thence N. 58° 30' 50" W 194.83 feet to station 218+98.23



Thence by a curve to the left. Tangent to the last described line, having a radius of 450 feet 334.58 feet to station 222+14.22 which station is end of this layout.

The line described is the right hand side of the road, the left hand side is parallel to and fifty feet therefrom. The stations are measurements along the center line from its intersection with the division line between the town of Wilbraham and the town of Hampden. The bearings are true bearings.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wilbraham in said County.

From SIMON HALL. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., between stations 5+38 $\frac{1}{2}$  and 7+33 $\frac{1}{2}$  being a triangular piece of land bounded on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of Glendale Road as shown on a plan of relocation dated April 1936; on the north by land of E. F. Stedman.

From KASMIERZ NIETUPSKI. 1st parcel located on westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the east by the westerly line of Glendale Road as it now exists; on the south by land of E. F. Stedman; on the North by Monson Road, so called.

2nd parcel located on the easterly side of Glendale Road, Wilbraham, Mass., being a triangular piece of land bounded as follows: on the north by land of the estate of E. O. Beebe; on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936.

3rd parcel located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of the estate of E. O. Beebe; on the north by Monson Road, so called.

From E. F. STEDMAN. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of Simon Hall; on the north by land of Kasmierz Nietupski.



From BEEBE ESTATE. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows; on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of Kasmierz Nietupski; on the north by land of Kasmierz Nietupski.

From GLENDALE M. E. CHURCH. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the north by land of A. L. Farr; on the south by Monson Road, so called.

From A. L. FARR. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Glendale M. E. Church; on the north by land of the Town of Wilbraham, formerly used for a school.

From STANLEY BENNETT. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of the Town of Wilbraham, formerly used for a school; on the north by land of John and Mary Otis.

From JAMES H. FARR. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by the Glendale Cemetery; on the north by land of John and Mary Otis.

From ROLAND and ALICE BENNETT. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of John and Mary Otis; on the north by land of John P. Nordin.

From JOHN and MARY OTIS. Two parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Stanley Bennett; on the north by land of Roland and Alice Bennett.



2nd parcel located on the westerly side of Glendale Road bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of James H. Farr; on the north by land of John P. Nordin.  
From ALLYN M. SEAVER. Three parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on westerly side of Glendale Road bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on Plan of relocation dated April 1936; on the south by land of John P. Nordin; on the north by land of Ralph Graves.

2nd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of John P. Nordin; on the north by land of Ralph Graves.

3rd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of A. G. Miller; on the north by land of Fred Phelps.  
From JOHN P. NORDIN. Two parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Roland and Alice Bennett; on the north by land of Allyn M. Seaver.

2nd parcel located on the westerly side of Glendale Road bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of John and Mary Otis; on the north by land of Allyn M. Seaver.

From RALPH GRAVES. Three parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on westerly side of Glendale Road bounded as follows; on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1926; on the south by land of Allyn M. Seaver; on the north by land of Walter S. and Irene Ricker.

2nd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on



the south by land of Allyn M. Seaver; on the north by land of Walter S. and Irene Ricker.

3rd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of Walter S. and Irene Ricker; on the north by land of A. G. Miller.

From A. G. MILLER. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Ralph Graves; on the north by land of Allyn M. Seaver.

From THE ELLED CORP. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the north by land of W. G. Macauley coming to a point at the south end at station about 105.

From WALTER S. and IRENE RICKER. Two parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on the westerly side of Glendale Road bounded as follows: On the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Ralph Graves; on the north by land of Elled Corp.

2nd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Ralph Graves; on the north by land of Ralph Graves.

From W. G. MACAULEY. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of the Elled Corp.; on the north by land of Carson Pierce.

From CARSON PIERCE. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1926; on the south by land of W. G. Macauley; on the north by land of Wendell Ely.



From FRED PHELPS. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Allyn M. Seaver; on the north by land of Roscoe Bennett.

From WENDELL ELY. A parcel of land located on the westerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Carson Pierce; on the north by land of Roscoe Bennett.

From ROSCOE BENNETT. Two parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on the westerly side of Glendale Road bounded as follows: on the east by the westerly line of Glendale Road as it now exists; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Wendell Ely; on the north by land of Emma Rindge.

2nd parcel located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Fred Phelps; on the north by land of Emma Rindge.

From G. MILO GREEN and LORA QUINN. A triangular piece of land located on Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Emma Rindge.

From EMMA RINDGE. Three parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel of land located on the easterly side of Glendale Road bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of Roscoe Bennett; on the north by land of G. Milo Green and Lora Quinn.

2nd parcel located on the north easterly side of Glendale Road bounded as follows: on the south west by the northerly side of Glendale Road as it now exists; on the north easterly by the north easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south east by land of Michael Piscoor; on the North West by land formerly of Simon and Margaret Dennis.

3rd parcel located on the westerly and south westerly side of Glendale Road bounded as follows: on the east and north east by the westerly and south westerly line of Glendale Road as it now exists; on the west and south west by the westerly and south westerly line of



a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Roscoe Bennett; on the north west by land formerly of Simon and Margaret Dennis.

From MICHAEL PISCOR. A parcel of land located on the north easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the south west by the north easterly line of Glendale Road as it now exists; on the north east by the north easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south east by Crane Hill Road; on the north west by land of Emma Rindge.

From SIMON and MARGARET DENNIS OR MURRAY KASANOF of Springfield.

Two parcels of property located on Glendale Road, Wilbraham, Mass., bounded and described as follows:

1st parcel bounded on the north by the southerly line of Glendale Road; on the south by the southerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the east by land of Emma Rindge; on the west by land of Henry Lane.

2nd parcel bounded on the south by the northerly line of Glendale Road; on the north by the northerly line of a proposed layout of Glendale Road; on the north by the northerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; the north and south boundary lines intersecting at a point at about station 153 on the east and at about station 165 on the west.

From HENRY LANE. A triangular parcel of land about 100 feet long located on the southerly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the north by the southerly line of Glendale Road; on the south by the southerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; the north and south boundary lines intersecting at the westerly end.

From J. WATSON FLANNERY. Property located on Glendale Road, Wilbraham, Mass., bounded and described as follows: on the east by the westerly line of Glendale Road; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the north by land of Effie Warren; the easterly and westerly boundary lines intersecting at the southerly end.

From EFFIE WARREN. Property located on Glendale Road, Wilbraham, Mass., bounded and described as follows: on the east by the westerly line of Glendale Road; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of J. Watson Flannery; on the north by land of one Curns.

From WILLIAM KIMBALL. Two parcels of land in Wilbraham on Glendale Road.

1st parcel bounded on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of Glendale Road as shown on a plan of relocation dated April 1936; the easterly and westerly boundary lines intersecting at station 180+80<sub>+</sub> and at station 181+75<sub>+</sub>.



2nd parcel bounded on the west by the easterly line of Glendale Road as it now exists; on the east by the easterly line of Glendale Road as shown on a plan of relocation dated April 1936; the easterly and westerly boundary lines intersecting at station 186+75<sub>+</sub> and at station 188+25<sub>+</sub>.

From FRED CURNS. Two parcels of land on Glendale Road, Wilbraham, Mass., bounded and described as follows:

1st parcel triangular in shape and about 110 feet long bounded on the east by the westerly line of Glendale Road; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land of Effie Warren; the easterly and westerly boundary lines intersecting at the northerly end.

2nd parcel, triangular in shape and about 350 feet long, bounded and described as follows: on the east by the westerly line of Glendale Road; on the west by the westerly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the north by land of Charles Kittredge; the easterly and westerly boundary lines intersecting at the easterly end.

From CHARLES KITTREDGE. Two parcels of land located on Glendale Road, Wilbraham, Mass.

1st parcel located on the westerly side of Glendale Road bounded as follows: on the east by the westerly line of Glendale Road; on the north by land of Richard Stoddard; on the west by the westerly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936; on the south by land now or formerly of one Curns.

2nd parcel located on the easterly side of Glendale Road beginning at a point where the present easterly line and the proposed easterly line of Glendale Road intersect at about station 196+40 bounded westerly by the easterly line of Glendale Road, northerly by land of William Whitney, easterly by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936.

From WILLIAM WHITNEY. A piece of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the west by the easterly line of Glendale Road as it now exists; on the north by land of W. W. Bennett; on the east by the easterly line of a proposed layout of Glendale Road as shown on plan of relocation dated April 1936; on the south by land of Charles Kittredge.

From W. W. BENNETT. A parcel of land located on the easterly side of Glendale Road, Wilbraham, Mass., bounded as follows: on the south by land of William Whitney; on the west by the easterly line of Glendale Road as it now exists; on the north by land of Freda Angers; on the east by the easterly line of a proposed layout of Glendale Road as shown on a plan of relocation dated April 1936.



June Meeting 1936

From JOHN W. BALDWIN. Three parcels of land in Wilbraham on Glendale Road.

1st parcel beginning at a point on the westerly line of Glendale Road, said point being the north east corner of property of Richard Stoddard, running thence S 80° 33' W four feet to a drill hole in a large rock, thence N 30° 24' 15" W 196.37 feet to an iron pipe, thence to the left by a curved line having a radius of 175.00 feet 149.33 to an iron pipe, thence N 79° 17' 45" W 179.54 feet to an iron pipe set in a stone wall on the southerly side of Glendale Road, thence easterly and southerly by said stone wall to the place of beginning.

2nd parcel on the northerly side of Glendale Road bounded as follows: beginning at an iron pipe set in a stone wall at station 204+50 and running thence N 79° 17' 45" W 267.04 feet, thence N 74° 48' 40" W 252.45 feet to an iron pipe set in a stone wall, thence easterly by said stone wall to the place of beginning.

3rd parcel on the southerly side of Glendale Road bounded as follows: beginning at an iron pipe set in a stone wall at station 209+70 running thence N 74° 48' 40" W 476.84 feet to an iron pipe, thence N 47° 19' 10" W 176.32 feet to an iron pipe at land of John F. Baldwin, thence by land of John F. Baldwin N 2° 53' E 20.54 feet to a stone wall on the southerly side of Glendale Road, thence by said wall to the place of beginning.

From JOHN F. BALDWIN. A parcel of land on the southwesterly side of Glendale Road, Wilbraham, bounded as follows: beginning at a point on the southwesterly side of Glendale Road, said point being the north-west corner of land of John W. Baldwin and running thence S 2° 53' W 20.54 feet to an iron pipe, thence N 47° 19' 10" W 92.47 ft to an iron pipe, thence southeasterly to the place of beginning.

The layout or relocation and the land takings above described are indicated on plans prepared by MERRILL & SEARS, Civil Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

GLENDAL ROAD

WILBRAHAM, MASS.

As Relocated For The

COUNTY COMMISSIONERS

By

Merrill & Sears

Civil Engineers

Scale 1" = 40'

April 1936

Stone Wall

## Fence

## Poles

AND the owners of the land over which said highway is thus laid out are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocation said highway, have estimated the same as follows, to wit:



TO:-

Simon Hall. . . . .	\$ 1.00
Kasmierz Nietupski. . . . .	1.00
E. F. Stedman . . . . .	1.00
Beebe Estate. . . . .	1.00
Glendale M. E. Church . . . . .	1.00
A. L. Farr. . . . .	1.00
Stanley Bennett . . . . .	1.00
James H. Farr . . . . .	1.00
Roland and Alice Bennett. . . . .	1.00
John and Mary Otis. . . . .	1.00
Allyn M. Seaver . . . . .	1.00
John P. Nordin . . . . .	1.00
Ralph Graves. . . . .	1.00
A. G. Miller. . . . .	1.00
The Elled Corp. . . . .	1.00
Walter S. and Irene Ricker. . . . .	1.00
W. G. Macauley. . . . .	1.00
Carson Pierce . . . . .	1.00
Fred Phelps . . . . .	1.00
Wendell Ely . . . . .	1.00
Roscoe Bennett. . . . .	1.00
G. Milo Green and Lora Quinn. . . . .	1.00
Emma Rindge . . . . .	1.00
Michael Piscor. . . . .	1.00
Simon and Margaret Dennis OR Murray Kasanof of Springfield . . . . .	1.00
Henry Lane. . . . .	1.00
J. Watson Flannery. . . . .	1.00
Effie Warren. . . . .	1.00
William Kimball . . . . .	1.00
Fred Curns. . . . .	1.00
Charles Kittredge . . . . .	1.00
William Whitney . . . . .	1.00
W. W. Bennett . . . . .	1.00
John W. Baldwin . . . . .	1.00
John F. Baldwin . . . . .	1.00

Payment to be made to the several parties damages by the Town of Wilbraham when entry is made upon the premises or possession thereof has been taken for the purpose of constructing said way.

The County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) together with FIVE HUNDRED DOLLARS (\$500.) from the Town, to widen the road opposite the Green property so as to change the flow of the surface water.

Thos. J. Costello	) County Commissioners of the County of Hampden.
Charles W. Bray	
Maurice G. Donahue	



COUNTY COMMISSIONERS' MEETING

HAMPDEN, ss.

September 23, A. D. 1936

The foregoing report is filed and accept, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Southwick, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on South Longyard Road beginning at point where work terminated in 1935 and extending toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

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To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where the last work terminated in 1935 and extend toward said Suffield, Connecticut, for a distance of one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this seventh day of April A. D. 1936.

A. F. Johnson }  
Philip K. Hall } Selectmen  
Enfred Anderson } of  
Southwick

The foregoing petition was entered on the 10th day of April 1936, and due proceedings having been had thereon, on the 23rd day of September 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 23, 1936

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on South Longyard Road beginning at point where work terminated in 1935 and extending toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,000 feet of road in Southwick, leading to Suffield, Connecticut, and being known as South Longyard Road; the work to begin at the end of the section of said road



improved in 1935, station 112+25, and extend easterly to about station 132+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND TWO HUNDRED AND FIFTY DOLLARS(\$2,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Pontoosic Road, so-called, be specifically repaired by grading and macadamizing and otherwise improved as may be necessary, the work to begin at a point near Sherman's Mill Bridge and extending southerly a distance of about 6300 feet to the Westfield-Southwick line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this sixth day of June 1936.

Raymond H. Cowing  
 Mayor of the City of Westfield.

CITY VOTE

CITY CLERK'S OFFICE

CITY OF WESTFIELD

TO WHOM IT MAY CONCERN:

I, Harold Whittmore, City Clerk of the City of Westfield, hereby certify that the following votes were passed by the City Council of the City of Westfield June 4, 1936, and were approved by the Mayor June 5, 1936:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the macadam surface, constructed about 1921, on Route 10, College Highway, within the City of Westfield, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improvement work on the Pontoosic Road, so-called, from the Feeding Hills Road at a point near Sherman's Mill Bridge southerly about 6300 ft. to the Southwick

Westfield, Mayor of the City of, Petr. for repairs or improvements on Pontoosic Road, the work to begin at a point near Sherman's Mill Bridge and extending southerly a distance of about 6300 feet to the Westfield-Southwick line, and for aid.



June Meeting 1936

line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

In testimony whereof I hereby affix my hand and the seal of the City of Westfield this eighth day of June, in the year one thousand nine hundred and thirty-six.

(Seal)

Harold Whittemore  
City Clerk of the City of Westfield.

CITY CLERK'S OFFICE

CITY OF WESTFIELD

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, hereby certify that an order entitled "AN ORDER OF APPROPRIATIONS FOR THE YEAR ONE THOUSAND NINE HUNDRED AND THIRTY-FIVE", was passed by the City Council of the City of Westfield April 10, 1935, by a roll call vote, was approved by the Mayor April 11, 1935, and was approved by the State Emergency Finance Board May 14, 1935, and that there was included in said appropriations order, under the provisions of Chapter 90 of the General Laws, an item in the amount of \$6,250.00 providing for the surfacing of North and Pontoosic Roads and for repairs and maintenance of College Highway.

In testimony whereof I hereby affix my hand and the seal of the City of Westfield this eighth day of June, in the year one thousand nine hundred and thirty-six.

(Seal)

Harold Whittemore  
City Clerk of the City of Westfield.

CITY CLERK'S OFFICE

CITY OF WESTFIELD

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, hereby certify that an order entitled "AN ORDER OF APPROPRIATIONS FOR THE YEAR ONE THOUSAND NINE HUNDRED AND THIRTY-SIX", was passed by the City Council of the City of Westfield April 16, 1936, by a roll call vote, was approved by the Mayor April 18, 1936, and was approved by the State Emergency Finance Board May 11, 1936, and that there was included in said appropriations order, under the provisions of Chapter 90 of the General Laws, an item providing for the surfacing of Pontoosic Road in the amount of \$250.00 and an item providing for repairs to College Highway in the amount of \$1,000.00.

In testimony whereof I hereby affix my hand and the seal of the City of Westfield this eighth day of June, in the year one thousand nine hundred and thirty-six.

(Seal)

Harold Whittemore  
City Clerk of the City of Westfield.

The foregoing petition was entered on the 9th day of June 1936, and due proceedings having been had thereon, on the 30th day of September 1936, said Commissioners file the following Final Decree, to wit:



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1936

On the petition of the Mayor of the City of Westfield for repairs or improvements on Pontoosic Road, the work to begin at a point near Sherman's Mill Bridge and extending southerly a distance of about 6300 feet to the Westfield-Southwick line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Pontoosic Road in Westfield, leading to Southwick, to grade, surface with bituminous macadam and otherwise improve about 4,000 feet, the work to begin at the junction of Feeding Hills Road, station 0, and extend in a southerly direction to station 40; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND TWO HUNDRED AND FIFTY DOLLARS (\$2,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Charles W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto that common convenience and necessity require that the highway leading from Westfield to Southampton, Route #10, College Highway, be specifically repaired and otherwise improved as may benecessary, work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this sixth day of June 1936.

Raymond H. Cowing  
Mayor of the City of Westfield.

Westfield, Mayor of the City of Petr. for repairs or improvements on highway leading from Westfield to Southampton, Route #10 College Highway, the work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.



June Meeting 1936

CITY VOTE

CITY CLERK'S OFFICE

CITY OF WESTFIELD

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, hereby certify that the following votes were passed by the City Council of the City of Westfield June 4, 1936, and were approved by the Mayor June 5, 1936:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the macadam surface, constructed about 1921, on Route 10, College Highway, within the City of Westfield, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improvement work on the Pontoosic Road, so-called, from the Feeding Hills Road at a point near Sherman's Mill Bridge southerly about 6300 ft. to the Southwick line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

In testimony whereof I hereby affix my hand and the seal of the City of Westfield this eighth day of June, in the year one thousand nine hundred and thirty-six.

(Seal)

Harold Whittemore  
City Clerk of the City of Westfield.

CITY CLERK'S OFFICE

CITY OF WESTFIELD

TO WHOM IT MAY CONCERN:

I, Harold Whittemore, City Clerk of the City of Westfield, hereby certify that an order entitled "AN ORDER OF APPROPRIATIONS FOR THE YEAR ONE THOUSAND NINE HUNDRED AND THIRTY-SIX", was passed by the City Council of the City of Westfield April 16, 1936, by a roll call vote, was approved by the Mayor April 18, 1936, and was approved by the State Emergency Finance Board May 11, 1936, and that there was included in said appropriations order, under the provisions of Chapter 90 of the General Laws, an item providing for the surfacing of Pontoosic Road in the amount of \$250.00 and an item providing for repairs to College Highway in the amount of \$1,000.00.

In testimony whereof I hereby affix my hand and the seal of the City of Westfield this eighth day of June, in the year one thousand nine hundred and thirty-six.

(Seal)

Harold Whittemore  
City Clerk of the City of Westfield.

The foregoing petition was entered on the 9th day of June 1936, and due proceedings having been had thereon, on the 16th day of September 1936, said Commissioners file the following Final Decree, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 16, 1936

On the petition of the Mayor of the City of Westfield for repairs or improvements on highway leading from Westfield to Southamptn Route #10, College Highway, the work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on College Highway in Westfield, leading to Southampton, to maintain, treat with bituminous material and otherwise improve about 18,555 feet, the work to begin at the Southampton line, station 0, and extend southerly to station 185+55; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity requires that the highway leading from South Westfield St. to Main St. and known as Shoemaker Lane & South St. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Main St. end and extend/northwesterly direction for a distance of 19,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of August 1936.

Giles W. Halladay

Herman A. Cordes

Rocco Cascella

Selectmen of the Town of Agawam

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Shoemaker Lane and South Street, the work to begin at Main St. end and extend in a northwesterly direction for a distance of 19,000 feet more or less, and for aid.



June Meeting 1936

The foregoing petition was entered on the 21st day of August 1936, and due proceedings having been had thereon, on the 23rd day of September 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 23, 1936

On the petition of the Selectmen of the Town of Agawam for specific repairs on Shoemaker Lane and South Street, the work to begin at Main St. end and extend in a northwesterly direction for a distance of 19,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixteenth day of September, A. D. 1936, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 3.7 miles of roads in Agawam, leading to adjoining towns, and being known as South Street and Shoemaker Lane; the work to begin at the junction of Route 5, station 0, and extend in a westerly direction for a distance of 3.7 miles to the junction of West Street; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed NINE HUNDRED DOLLARS (\$900.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Agawam.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Voted to Reject  
Coal Bids

June 24, 1936

Voted to reject all coal bids and not to enter into any contracts for coal at the present time under existing conditions.

Apportionment  
County Tax.

Apportionment of County Tax for the year 1936.  
County of Hampden, Tax for 1936, \$ 747,000.

Agawam	13,665 81
Blandford	1,154 85
Brimfield	1,443 57
Chester	2,213 47
Chicopee	61,303 66
East Longmeadow	5,774 28
Granville	2,598 42
Hampden	1,154 85
Holland	288 71



Holyoke	123,762 19
Longmeadow	17,034 14
Ludlow	12,222 23
Monson	5,389 33
Montgomery	384 95
Palmer	12,703 42
Russell	5,678 04
Southwick	3,079 61
Springfield	406,413 50
Tolland	481 19
Wales	577 42
West Springfield	36,089 27
Westfield	29,063 90
Wilbraham	4,523 19
	<hr/> 747,000 00

Warrants issued June 24, 1936

Sent to each Town and City Clerk

July 2, 1936

Ordered, County Treasurer authorized and directed to pay sum of \$1,045.31 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073- Case No. 64, 1935.

Orders

July 8, 1936

Ordered, County Treasurer authorized and directed to pay \$998.07 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - Case No. 64, 1935.

Voted to award County of Hampden notes numbered 573 to 590 inclusive, dated July 8, 1936, due November 6, 1936, aggregating \$300,000.00 to The Second National Bank of Boston at .234 percent discount.

Voted to Award  
Notes

July 22nd, 1936

Voted, to increase salary of Charles J. Guyette, Junior Stenographer at the Hampden County Jail.

Voted to Increase  
Salary

Ordered, County Treasurer authorized and directed to pay \$1029.26 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - Case No. 64, 1935.

Orders

August 5, 1936

Ordered, County Treasurer authorized and directed to pay sum of \$1081.73 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - Case No. 64, 1935.

August 12, 1936

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Massachusetts, \$777.75 in accordance with Sec. 50 of Chapter 35 G. L. inserted by Ch. 400 Acts of 1930, which is for expenses of County Personnel Board for the year 1935.

Order to Pay  
Money

Voted, County Treasurer authorized to sell the Wisconsin Michigan Power Co. bonds called and to purchase \$10,000. The Pennsylvania Railroad Co. General Mortgage Bonds. War Chest Fund.

Purchase & Sale  
of Bonds.



June Meeting 1936

Purchase & Sale  
of Bonds

August 12, 1936

Voted, County Treasurer authorized to sell the Queensborough Gas and Electric Co. Gold Bond called and to purchase \$5,000. The Naragansett Electric Co., First Mortgage Bonds. War Chest Fund.

Order

August 19, 1936

Ordered, County Treasurer authorized and directed to pay \$655.58 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073, Case No. 64, 1935.

Order to Arrest

September 2, 1936

Order to arrest Roger Hogan of Holyoke, holder of a release on parole.

Order to Arrest

September 9, 1936

Order to arrest William LaFrance of Holyoke, holder of a release on parole.

Order

Ordered, County Treasurer authorized and directed to pay the sum of \$280.93 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - Case No. 64, 1935.

Assessment For  
Tuberculosis  
Hospital Account

Ordered, County Treasurer authorized and directed to pay the sum of \$17,085.21 to the County of Hampshire on the Tuberculosis Hospital Account, which is the assessment for the year 1935.

Order

September 16, 1936

Ordered, County Treasurer authorized and directed to pay sum of \$843.86 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073 - Case No. 64, 1935

Vote

September 23, 1936

Voted to accept Chapter 400 of the Acts of 1936 and Sections 20 to 25 H inclusive.

(Contributory pensions for County employees including employees of County Tuberculosis Hospital Districts.)

Purchase & Sale  
of Bonds

Voted, County Treasurer authorized to sell \$5,000. prin. at 105 and accrued interest, Twin States Gas & Electric Co. 5% Bonds, called, and to purchase \$5,000. the Louisville and Nashville RR Co. First and Refunding Mortgage 3-3/4% Bonds War Chest Fund.

Order to Arrest

Order to arrest Louis N. Simon of Westfield, holder of a release on parole.

Order to Arrest

Order to arrest Homer Freniere of Holyoke, holder of a release on parole.

Damages Done  
By Dogs

Land Damages



Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

September 30, 1936

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

\_\_\_\_\_  
Clerk.



HALL OF JUSTICE  
50 STATE STREET  
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE  
(413) 755-1722 / 784-0479  
FAX (413) 731-8190

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intentionally left blank



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the sixth day of said month, and from time to time to the seventeenth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Six.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Miller Street beginning at station 118- and extend northerly a distance of 1750 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from WILBRAHAM, MASS to LUDLOW, MASS and known as "MILLER STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 118- and extend Northerly a distance of 1750 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirteenth day of March, 1936.

Raymond L. Warren  
Alexander J. Butters  
R. M. Mackintosh  
Board of Selectmen  
Ludlow, Mass.

The foregoing petition was entered on the 23rd day of March, 1936, and due proceedings having been had thereon, on the 14th day of October 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1936

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Miller Street beginning at station 118- and extend northerly a distance of 1750 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person



interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,500 feet of road in Ludlow, leading from North Wilbraham, and being known as Miller Street; the work to begin at the end of the section of said road improved in 1935, station 118+50 and extend in a northerly direction to station 143+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highway, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND SIX HUNDRED AND TWENTY-FIVE DOLLARS (\$2,625.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to East Longmeadow and known as the East Long meadow Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of work completed in 1935 and extend to the East Longmeadow Town Line, a distance of 3400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of April, 1936.

Neil S. Kibbe }  
 Nelson M. Carew } Selectmen  
 Walter E. Temple } of  
 Hampden.

The foregoing petition was entered on the 4th day of April 1936, and due proceedings having been had thereon, on the 25th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1936

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on East Longmeadow Road, beginning at end of work completed in 1935 and extend to the East Longmeadow Town Line, a distance of 3400 feet more or less, and for aid.

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on East Longmeadow Road beginning at end of work completed in 1935 and extend to the East Longmeadow Town Line, a distance of 3400 feet more or less, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to widen with bituminous macadam, treat with asphalt emulsion and otherwise improve about 2,000 feet of road in Hampden, leading to East Longmeadow, and being known as East Longmeadow Road; the work to begin at the end of the section of said road improved in 1935, station 31+50, and extend in a westerly direction to station 11+50+; also, to widen with bituminous macadam, treat with asphaltic emulsion and otherwise improve about 1,150 feet, the work to begin at the end of the section of said road recently improved, station 11+50, and extend in a westerly direction to the East Longmeadow Line, station 0; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND ONE HUNDRED AND FIFTY DOLLARS (\$1,150.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on North Monson Road, beginning at end of work done in 1935 and extend northerly for a distance of 1 mile more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Monson and known as the North Monson Road be relocated, and that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of work done in 1935 and extend northerly for a distance of 1 mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of April, 1936.

Neil S. Kibbe )  
Nelson M. Carew ) Selectmen  
Walter E. Temple ) of  
Hampden

The foregoing petition was entered on the 4th day of April 1936, and due proceedings having been had thereon, on the 14th day of October 1936, said Commissioners file the following Final Decree, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1936

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on North Monson Road, beginning at end of work done in 1935 and extend northerly for a distance of 1 mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and tar mixed in place and otherwise improve about 2,300 feet of road in Hampden, leading to Wilbraham, and being known as North Monson Road; the work to begin at the end of the section of said road improved in 1935, station 35, and extend in a northerly direction to station 58; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND THREE HUNDRED AND FIFTY DOLLARS (\$1,350.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

## TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Memorial Avenue in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Hampden County Memorial Bridge and extending in a westerly direction about 3300 feet to New Bridge Street.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventeenth day of March, 1936.

James R. Dearden  
Henry S. Johnston  
Frank T. Raleigh  
Selectmen of West Springfield

West Springfield,  
Selectmen of the  
Town of, Petrs. for  
Specific repairs on  
Memorial Avenue be-  
ginning at the  
Hampden County Mem-  
orial Bridge and ex-  
tending in a west-  
erly direction  
about 3300 feet to  
New Bridge Street,  
and for aid.



The foregoing petition was entered on the 14th day of April 1936, and due proceedings having been had thereon, on the 2nd day of December 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1936

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Memorial Avenue beginning at the Hampden County Memorial Bridge and extending in a westerly direction about 3300 feet to New Bridge Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course shall consist of broken stone bound with sand and it shall be constructed in accordance with the requirements. The depth of the broken stone shall be four and one-half (4-1/2) inches after rolling.

Surface Course. The surface course shall consist of standard bituminous macadam as specified and it shall be two and one-half (2-1/2) inches in thickness after rolling. The bituminous material for penetration shall be asphalt conforming to the Department's Specification No. 5. The bituminous material for the seal coat shall be asphalt emulsion conforming to the Department's Specification No. 12B.

Concrete Curb Inlets without Curb Bar. The material to be furnished and the work to be performed under this item shall conform to the requirements except that the curb bar shall be omitted and precast concrete curb inlets shall be obtained as specified.

Street Railway Excavation. The work to be performed under this item shall consist of the removal and disposal, as directed by the Engineer, of the railway ties and earth which are included within the outside limits of the ties as shown on the cross sections.

Granite Block Paving Removed and Stacked. The work to be performed under this item shall consist of removing the present granite block paving, as directed by the Engineer, and stacking the granite blocks within the limits of the project at places which shall be convenient for the removal of the material by the town.

Concrete Curb Corners. Concrete Curb Corners shall be constructed as directed by the Engineer, in accordance with the applicable requirements. The front and back arris lines shall extend through ninety degrees (90°) or one-quarter of a circle of two (2) feet in radius.

The work is to begin at about station 6+40 on Memorial Avenue, at the Connecticut River, and extending thence in a general



westerly direction along Memorial Avenue for a distance of about 2535 feet to about station 31+75 which is about 100 feet east of Union Street.

The aforesaid work and all other work required to be done in the agreement contract, on file with this case, shall be done as directed by the Engineer and in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed NINE THOUSAND DOLLARS (\$9,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of West Springfield.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Thorndike to Three Rivers and known as Thorndike to Three Rivers Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Railroad crossing Main St., Thorndike and extend in a Westerly direction for a distance of approximately 1-1/4 Miles.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighteenth day of June 1936.

Ludwik Marhelewicz  
 Harrison W. Thompson  
 William F. Griswold  
 Selectmen of the Town of Palmer

The foregoing petition was entered on the 19th day of June 1936, and due proceedings having been had thereon, on the 12th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1936

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on Thorndike to Three Rivers Road, the work to begin at Railroad crossing Main St., Thorndike, and extend in a westerly direction for a distance of approx. 1-1/4 miles, and for aid.

Palmer, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Thorndike to Three Rivers Road, the work to begin at Railroad crossing Main St., Thorndike, and extend in a westerly direction for a distance of approx. 1-1/4 miles, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified. Base Course. The base course for the bituminous macadam surface course or the penolithic wearing surface shall consist of broken stone bound with sand as specified. The thickness of the base course after rolling shall be two (2) inches. Surface Course. The surface course for the roadway shall consist of either standard bituminous macadam or penolithic type of surface and the type to be constructed will be decided by the Party of the First Part of the Contract (Board of Selectmen). Bituminous macadam surface course shall be constructed as specified. The thickness of the surface course shall be two and one-half (2-1/2) inches. The bituminous material shall consist of asphalt and the first application shall be at the rate of two (2) gallons per square yard of surface. Penolithic wearing surface shall be constructed in accordance with the requirements of Addendum 2-24 and shall be two (2) inches thick after rolling.

45% Asphaltic Oil. The work to be performed under this item shall consist of treating the shoulders and the gravel sub-base with asphaltic oil as directed, in accordance with the provisions of Sections 27 to 30 inclusive. The rates of application of the 45% asphaltic oil shall be as determined by the Engineer.

Catch Basins and Manholes. The materials to be furnished and the work to be performed under these items shall conform to the requirements except that the catch basin and manhole castings shall be furnished as specified.

Concrete Curb Inlets. The materials to be furnished and the work to be performed under this item shall conform to the requirements except that precast concrete curb inlets shall be furnished as specified.

Cable Guard Rail. The materials to be furnished and the work to be performed under this item shall conform to the requirements except that the concrete posts shall be furnished as specified.

The work is to begin at about station 3+97 on Three Rivers Road near Charles Street and extending thence on said Three Rivers Road in a general easterly direction for a distance of about 2703 feet to about station 31+0.

The aforesaid work and all other work required to be done in the contract, on file with this case, shall be done as directed by the Engineer and in accordance with Special Provisions for constructing a section of highway in the Town of Palmer, and in accordance with the Standard Specifications for Highways and Bridges, Revised, September 1, 1934 - Department of Public Works, Commonwealth of Massachusetts.



These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed THREE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$3,750.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from High St., Thorndike to State Highway Route 32 and known as Forest Lake Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at High St., Thorndike and extend in an Easterly direction for a distance of Approximately 2.4 miles.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Eighteenth day of June 1936.

Ludwick Marhelewicz

Harrison W. Thompson

William F. Griswold

Selectmen of the Town of Palmer

The foregoing petition was entered on the 19th day of June 1936, and due proceedings having been had thereon, on the 18th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1936

On the petition of the Selectmen of the Town of Palmer for specific repairs on Forest Lake Road, the work to begin at High Street, Thorndike, and extend in an easterly direction for a distance of approximately 2.4 miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 13,250 feet of road in Palmer, leading to Thorndike Village, and being known as Forrest Lake Road; the work to begin at the State Highway (Auto Route

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Forest Lake Road, the work to begin at High Street, Thorndike, and extend in an easterly direction for a distance of approx. 2.4 miles, and for aid.



#32), station 0, and extend in a southerly direction to station 132+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Palmer.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Domahue ) Commissioners  
of the County  
of Hampden.

Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Road, the work to begin at station #125 and extend in an easterly direction for a distance of 2000 feet more or less, and for aid.

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Plans in Book 10,  
Pages 107-109 incl.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from WALES to MONSON and known as MONSON ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station #125 and extend in an easterly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of June 1936.

Albert F. Premo

Everett A. Gray

Frank A. Johnson

Selectmen of the Town of Wales

The foregoing petition was entered on the 19th day of June 1936, and due proceedings having been had thereon, the following Relocation Report was filed on October 28, 1936; and Final Decree was filed on November 4, 1936. to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 28, 1936

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at station #125 and extend in an easterly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge



that common convenience and necessity require that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout or relocation is located on the Monson Road, so called, and begins at the easterly end of the location laid out by the County Commissioners in 1935, extending thence in a general easterly direction about 6/10 of a mile to the road leading to Stafford, Connecticut, laid out as a State highway August 3, 1920. The section of highway hereby laid out is more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in April, 1936, and begins at a point marking the easterly end of the base line of the aforesaid 1935 layout, said point of beginning being shown on plan as station 125+00 and extends thence south  $79^{\circ} 19' 10''$  east 150.06 feet, thence by a curve to the left of 500.00 feet radius 404.73 feet, thence north  $54^{\circ} 18' 05''$  east 306.43 feet, thence by a curve to the right of 1000.00 feet radius 293.36 feet, thence north  $71^{\circ} 06' 35''$  east 745.42 feet, thence north  $74^{\circ} 14' 40''$  east 670.06 feet, thence by a curve to the right of 1600.00 feet radius 332.16 feet, thence north  $86^{\circ} 08' 20''$  east 297.51 feet to a point at the end of the layout on the base line of the aforesaid State highway layout, said point of ending being shown on plan as station 156+99.73 equalling station 123+04.51 of said State highway base line.

The northerly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1935 County layout, bearing north  $10^{\circ} 40' 50''$  east and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 135+00 and extends thence south  $79^{\circ} 19' 10''$  east 100.32 feet to a point bearing north  $10^{\circ} 40' 50''$  east and 30.00 feet distant from station 126+00.32, thence by a curve to the left of 570.00 feet radius 461.40 feet to a point bearing north  $35^{\circ} 41' 55''$  west and 35.00 feet distant from station 130+92.86, thence north  $54^{\circ} 18' 05''$  east 251.80 feet to a point bearing north  $61^{\circ} 00' 32''$  west and 38.72 feet distant from station 133+61.22, thence by a curve to the right of 1030.00 feet radius 302.16 feet to a point bearing north  $48^{\circ} 50' 52''$  west and 34.63 feet distant from station 136+54.58, thence north  $71^{\circ} 06' 35''$  east 763.53 feet to a point bearing north  $17^{\circ} 19' 22''$  west and 30.01 feet distant from station 144+00, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north  $15^{\circ} 45' 20''$  west and 30.00 feet distant from station 150+70.06, thence south  $15^{\circ} 45' 20''$  east 5.00 feet to a point bearing north  $15^{\circ} 45' 20''$  west and 25.00 feet distant from the said station 150+70.06, thence parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing north  $18^{\circ} 52' 05''$  west and 25.88 feet distant from station 156+34.08, thence by a curve to the left of 30.00 feet radius 51.90 feet to a point at the end of the layout on the westerly



location line of the aforesaid 1920 State highway layout on the road to Stafford, Connecticut, said point of ending bearing north  $12^{\circ} 59' 05''$  west and being 60.52 feet distant from station 156+66.60 of the above-described base line.

The southerly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1935 layout, bearing south  $10^{\circ} 40' 50''$  west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 125+00 and extends thence south  $79^{\circ} 19' 10''$  east 100.32 feet to a point bearing south  $10^{\circ} 40' 50''$  west and 30.00 feet distant from station 126+00.32, thence by a curve to the left of 630.00 feet radius 509.97 feet to a point bearing south  $35^{\circ} 41' 55''$  east and 25.00 feet distant from station 130+92.86, thence north  $54^{\circ} 18' 05''$  east 251.80 feet to a point bearing south  $2^{\circ} 11' 27''$  east and 29.98 feet distant from station 133+61.22, thence by a curve to the right of 970.00 feet radius 284.56 feet to a point bearing south  $11^{\circ} 04' 02''$  west and 34.63 feet distant from station 136+54.58, thence north  $71^{\circ} 06' 35''$  east 761.89 feet to a point bearing south  $17^{\circ} 19' 22''$  east and 30.01 feet distant from station 144+00.00, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south  $15^{\circ} 45' 20''$  east and 30.00 feet distant from station 150+70.06, thence north  $15^{\circ} 45' 20''$  west 5.00 feet to a point bearing south  $15^{\circ} 45' 20''$  east and 25.00 feet distant from the said station 150+70.06, thence parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing south  $18^{\circ} 52' 05''$  east and 25.88 feet distant from station 156+34.08, thence by a curve to the right of 35.00 feet radius 49.40 feet to a point at the end of the layout on the westerly location line of the aforesaid 1920 State highway layout on the road to Stafford, Connecticut, said point of ending bearing south  $12^{\circ} 59' 05''$  east and being 55.15 feet distant from station 156+66.60 of the above-described base line.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County.

Parcel No. 1. A parcel of land supposed to be owned by HARRY DUNHAM, located on the northerly side of the Monson Road, so called, between stations 125+00 and 144+59 $\frac{1}{2}$ , bounded as follows: northerly by other land of said Dunham about 1939 feet; southerly by the Monson Road about 1958 feet and westerly by the 1935 County layout about 18 feet; containing about 31.170 square feet.

Parcel No. 2. A parcel of land supposed to be owned by HARRY DUNHAM, located on the southerly side of the Monson Road, so called, between stations 125+02 $\frac{1}{2}$  and 128+01 $\frac{1}{2}$ , bounded as follows: southerly by other land of said Dunham about 306 feet and northerly by the Monson Road about 305 feet; containing about 1610 square feet.



Parcel No. 3. A parcel of land supposed to be owned by HARRY DUNHAM, located on the southeasterly side of Monson Road, so called, between stations 131+86<sub>+</sub> and 134+32<sub>+</sub>, bounded as follows: southeasterly by other land of said Dunham about 243 feet; northwesterly by the Monson Road about 246 feet and northeasterly by land now or formerly of Walter Stebbins about 8.5 feet; containing about 2200 square feet.

Parcel No. 4. A parcel of land supposed to be owned by WALTER STEBBINS, located on the southerly side of the Monson Road, so called, between stations 134+30<sub>+</sub> and 143+98<sub>+</sub>, bounded as follows: southerly by other land of said Stebbins about 959 feet; southwesterly by land now or formerly of Harry Dunham about 8.5 feet, northerly by the Monson Road about 962 feet and easterly by land now or formerly of Raymond Stebbins about 1.5 feet; containing about 11,090 square feet.

Parcel No. 5. A parcel of land supposed to be owned by RAYMOND STEBBINS, located on the southerly side of the Monson Road, so called, between stations 143+98<sub>+</sub> and 146+92<sub>+</sub>, bounded as follows: southerly by other land of said Stebbins about 292 feet; westerly by land now or formerly of Walter Stebbins about 1.5 feet; northerly by the Monson Road about 293 feet and easterly by land now or formerly of Walter Stebbins about 15 feet; containing about 3270 square feet.

Parcel No. 6. A parcel of land supposed to be owned by HARRY DUNHAM, located on the northerly side of the Monson Road, so called, between stations 146+40<sub>+</sub> and 153+13<sub>+</sub>, bounded as follows: northerly, easterly and again northerly by other land of said Dunham about 681 feet; easterly by land now or formerly of Ida Squire about 4.5 feet and southerly by the Monson Road about 676 feet; containing about 5800 square feet.

Parcel No. 7. A parcel of land supposed to be owned by WALTER STEBBINS, located on the southerly side of the Monson Road, so called, between stations 146+89<sub>+</sub> and 150+54<sub>+</sub>, bounded as follows: southerly by other land of said Stebbins about 361 feet; westerly by land now or formerly of Raymond Stebbins about 15 feet; northerly by the Monson Road about 366 feet and easterly by land now or formerly of Fred Rice about 12 feet; containing about 3510 square feet.

Parcel No. 8. A parcel of land supposed to be owned by FRED RICE, located on the southerly side of the Monson Road, so called, between stations 150+52<sub>+</sub> and 151+24<sub>+</sub>, bounded as follows: southerly, easterly and again southerly by other land of said Rice about 77 feet; westerly by land now or formerly of Walter Stebbins about 12 feet and northerly by the Monson Road about 69 feet; containing about 310 square feet.

Parcel No. 9. A parcel of land supposed to be owned by FRED RICE, located on the southerly side of the Monson Road, so called, between stations 152+54<sub>+</sub> and 153+60<sub>+</sub>, bounded as follows: southerly by other land of said Rice about 105 feet; northerly by the Monson Road about 105 feet and easterly by land now or formerly of Mary E. Ferguson about 2 feet; containing about 35 square feet.



Parcel No. 10. A parcel of land supposed to be owned by IDA SQUIRE, located on the northerly side of the Monson Road, so called, between stations 153+13<sub>+</sub> and 156+62<sub>+</sub>, bounded as follows: northerly and northwesterly by other land of said Squire about 367 feet; easterly by the 1920 State highway layout on the road to Stafford, Connecticut, about 31 feet; southeasterly and southerly by the Monson Road about 354 feet and westerly by land now or formerly of Harry Dunham about 4.5 feet; containing about 2580 square feet.

Parcel No. 11. A parcel of land supposed to be owned by MARY E. FERGUSON, located on the southerly side of the Monson Road, so called, between stations 153+60<sub>+</sub> and 154+47<sub>+</sub>, bounded as follows: southerly by other land of said Ferguson about 86 feet; westerly by land now or formerly of Fred Rice about 2 feet; northerly by the Monson Road about 86 feet and easterly by land now or formerly of Elmer Belden about 7.5 feet; containing about 410 square feet.

Parcel No. 12. A parcel of land supposed to be owned by ELMER BELDEN, located on the southerly side of the Monson Road, so called, between stations 154+47<sub>+</sub> and 156+75<sub>+</sub>, bounded as follows: southerly and southwesterly by other land of said Belden about 242 feet; westerly by land now or formerly of Mary E. Ferguson about 7.5 feet; northerly and northeasterly by the Monson Road about 226 feet and easterly by the 1920 State highway layout on the road to Stafford, Connecticut about 28 feet; containing about 1740 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:  
The Commonwealth of Massachusetts - Plan of Road - in the Town of Wales - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

Harry Dunham. . . . .	\$ 1.00
Harry Dunham. . . . .	1.00
Harry Dunham. . . . .	1.00
Walter Stebbins . . . . .	1.00
Raymond Stebbins. . . . .	1.00
Harry Dunham. . . . .	1.00
Walter Stebbins . . . . .	1.00
Fred Rice . . . . .	1.00
Fred Rice . . . . .	1.00
Ida Squire. . . . .	1.00
Mary E. Ferguson. . . . .	1.00
Elmer Belden. . . . .	1.00



All land and other legal damages shall be paid by the Town of Wales.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

#### COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 28, 1936

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.

#### FINAL DECREE

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1936

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at station #125 and extend in an easterly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 1,400 feet of road in Wales, leading to Monson, and being known as Monson Road; the work to begin at the end of the section of said road improved in 1935, station 118+50 and extend in a southerly direction to station 132+50; these repairs to be made according to specifications set forth in agreement of the department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.



Oct. Meeting 1936

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, the work to begin at Monson Line and extend in an easterly direction for a distance of 12,500 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from WALES to MONSON and known as MONSON ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1936 work to begin at Monson Line and extend in an easterly direction for a distance of 12,500 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of June 1936.

Albert F. Premo

Everett A. Gray

Frank A. Johnson

Selectmen of the Town of Wales

The foregoing petition was entered on the 19th day of June 1936, and due proceedings having been had thereon, on the 2nd day of December 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1936

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at Monson Line and extend in an easterly direction for a distance of 12,500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 11,800 feet of road in Wales, leading from Monson, and being known as Monson Road; the work to begin at the Monson line, station 0, and extend in an easterly direction to station 118; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED TWENTY-FIVE DOLLARS (\$225.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello ) County  
Chas. W. Bray ) Commissioners  
Maurice G. Donahue ) of the County  
of Hampden.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from State Highway in Russell to Blandford Town Line and known as Pine Hill Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at location where work under Chapter 90 was discontinued in 1935 and extend in a westerly direction for a distance of approximately 2500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 20th day of June 1936.

A. H. Moltenbrey

R. A. Bishop

E. D. Parks

Selectmen of the Town of Russell

The foregoing petition was entered on the 23rd day of June, 1936, and due proceedings having been had thereon, on the 14th day of October, 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1936

On the petition of the Selectmen of the Town of Russell for specific repairs on Pine Hill Road, the work to begin at location where work under Chapter 90 was discontinued in 1935 and extend in a westerly direction for a distance of approximately 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and otherwise improve about 850 feet of road in Russell, leading to Blandford, and being known as Pine Hill Road; the work to begin at the end of the section of said road improved in 1935, station 19, and extending in a westerly direction to station 27+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE HUNDRED SEVENTY-FIVE DOLLARS (\$375.) towards the repairing of this highway.

Russell, Selectmen of the Town of, Petrs. for specific repairs on Pine Hill Road, the work to begin at location where work under Chapter 90 was discontinued in 1935 and extend in a westerly direction for a distance of approx. 2500 feet more or less, and for aid.



All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

TOLLAND, Selectmen of the  
Town of, Petrs. for re-  
location, alterations  
and specific repairs on  
New Boston Road, the work  
to begin at Station 119+50  
and extend in a westerly  
direction for a distance  
of 3000 feet, more or  
less, and for aid

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RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Tolland to New Boston and known as New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station #119&50 and extend in a westerly direction for a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 23rd day of June 1936.

Lyman C. Clark

G. Dewey Nixon

Kenneth F. Hale

Selectmen of the Town of Tolland

The foregoing petition was entered on the 24th day of June, 1936, and due proceedings having been had thereon, on the 4th day of November, 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1936

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road, the work to begin at station #119&50 and extend in a westerly direction for a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel and otherwise improve about 3,000 feet of road in Tolland, leading to New Boston, and being known as the New Boston Road; the work to begin at the end of the section of said road improved in 1935, station 219+50, and extend in a westerly direction to station 249+50; these repairs to be made according to specifications set forth in agreement of the department of Public Works-Division of Highways, on file with this case.



These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed TWO THOUSAND TWO HUNDRED FIFTY DOLLARS (\$2,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from Granville to Granville Center and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at point of completion in 1935 and extend in a Westerly direction for a distance of 1400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said

Dated this 22nd day of June 1936.

Stephen M. Roberts

Charles E. Barnes

Selectmen of the Town of Granville

Granville, Selectmen of the Town of, Petrs. for relocation alterations and specific repairs on Main Road, the work to begin at point of completion in 1935 and extend in a westerly direction for a distance of 1400 feet more or less, and for aid.

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The foregoing petition was entered on the 26th day of June, 1936, and due proceedings having been had thereon, on the 14th day of October 1936, said Commissioners file the following Final Decree, to wit:

#### COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1936

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Main Road, the work to begin at point of completion in 1935 and extend in a westerly direction for a distance of 1400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,300 feet of road in Granville, leading to Tolland, and being known as the Main Road; the work to begin at the end of the section of said road improved



in 1935, station 143+50, and extend in a westerly direction to station 156+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND TWO HUNDRED FIFTY DOLLARS (\$2,250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Blandford, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Russell Stage Road, the work to be done in 2 sections, beginning at sta one, extending easterly for a distance of 2500 feet more or less, and beginning at 82+ extending easterly for a distance of 3000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Russell and known as Russell Stage road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to be done in two sections as follows:

Section A beginning at Station one and extending in an Easterly direction to station 25+ for a distance of 2500 feet more or less.

Section B beginning at 82+ and extending in an easterly direction for a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 26th day of June 1936.

N. L. Haines

W. V. Bodurtha

Wm. H. Hepsley

Selectmen of the Town of Blandford

The foregoing petition was entered on the 28th day of June 1936, and due proceedings having been had thereon, on the 28th day of October 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 28, 1936

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Russell Stage Road, the work to be done in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the



said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, treat with bituminous material, surface with gravel and stone retread and otherwise improve about 3,550 feet of road in Blandford, leading to Russell, and being known as Russell Road; the work to be done in two sections as follows:

Section 1 - to begin on the 1935 work, station 0, and extend in an easterly direction to station 25+50.

Section 2 - to begin at the end of the section of said road improved in 1935, station 81+50, and extend in an easterly direction to station 91+50;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed ONE THOUSAND EIGHT HUNDRED DOLLARS (\$1,800.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 337 and extend in a northerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of July 1936.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

Selectmen of the Town of Chester.

Chester, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Chester Hill Road, the work to begin at station 337 and extend in a northerly direction for a distance of 2000 feet more or less, and for aid.



The foregoing petition was entered on the 1st day of July 1936, and due proceedings having been had thereon, on the 4th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1936

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel, treat with bituminous material and otherwise improve about 5,000 feet of road in Chester, leading from Huntington to Middlefield, and being known as Chester Hill Road; the work to begin at the end of the section of said road improved in 1935, station 301, and extend in a northwesterly direction to station 351; these repairs to be made according to specifications set forth in agreement of the department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at end of section finished in 1935 (end of hard surface) and extend in a northerly direction for a distance of 4000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to West Worthington and known as East River Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section finished in 1935 (End of hard surface) and extend in a Northerly direction for a distance of 4000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.



Dated this first day of July 1936

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

Selectmen of the Town of Chester

The foregoing petition was entered on the 1st day of July 1936, and due proceedings having been had thereon, on the 4th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1936

On the petition of the Selectmen of the Town of Chester for specific repairs on East River Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, widen, surface with gravel and tar and stone retread and otherwise improve about 2,500 feet of road in Chester, leading from Huntington to Worthington, and being known as East River Road; the work to begin at the end of the section of said road improved in 1935, station 79, and extend in a northwesterly direction to station 104; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Springfield St. to River St. and known as Walnut St. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Springfield St. and extend in a Northerly direction for a distance of 4,300 feet more or less.

Agawam, Selectmen of the Town of, Petrs. for relocation alterations and specific repairs on Walnut St., the work to begin at Springfield Street and extend in a northerly direction for a distance of 4,300 feet more or less, and for aid.



WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 3rd day of July 1936

Giles W. Halladay

Herman A. Cordes

Rocco Cascella

Selectmen of the Town of Agawam

The foregoing petition was entered on the 6th day of July 1936, and due proceedings having been had thereon, on the 2nd day of December 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1936

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Walnut Street, the work to begin at Springfield Street and extend in a northerly direction for a distance of 4,300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,266 feet of road in Agawam, leading to Westfield, and being known as Walnut Street; the work to begin at the junction of Springfield Street, station 42+26<sub>+</sub>, and extend in a northerly direction to station 19+60<sub>+</sub>; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed ONE THOUSAND EIGHT HUNDRED AND SEVENTY-FIVE DOLLARS (\$1,875.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Hampden Road, Somers Road, Shaker Road and Maple Street, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity requires that the Highways described herewith be specifically repaired.  
HAMPDEN ROAD From Michel's corner to Hampden Line - 7656 feet, more or less.



SOMERS ROAD From Mill Road to Connecticut Line - 5280 feet, more or less.

SHAKER ROAD From East Longmeadow Center to Connecticut Line - 10,032 feet, more or less.

MAPLE STREET From R.R. track to Rogers Ave. - 1584 feet, more or less.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may determine such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this ninth day of June, 1936.

Sanford P. Nooney

Hermon W. King

George T. Smith

Selectmen of the Town of  
East Longmeadow

The foregoing petition was entered on the 9th day of July 1936, and due proceedings having been had thereon, on the 12th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1936

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Hampden Road, Somers Road, Shaker Road and Maple Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to maintain, treat with bituminous material and otherwise improve about 26,000 feet of roads in East Longmeadow, leading to adjoining towns, and being known as Hampden, Somers, Shaker and Maple Roads; the work to be done in four sections:

Hampden Road - 7,400 feet (Sta. 28+25 - 102+25) (C.B. Asphalt)

Maple Road - 2,050 feet (R.R. to jct. Rogers Ave.) (C.B. " )

Somers Road - 5,200 feet (Sta. 61+40 - 113+40) (Tar)

Shaker Road - 11,350 feet (Sta. 0+0 - 113+50) (Tar)

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed ONE THOUSAND ONE HUNDRED TWENTY-FIVE DOLLARS (\$1,125.) towards the repairing of these highways.



Oct. Meeting 1936

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Monson, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present new work and extend in a westerly direction for a distance of 2000 feet more or less, and for aid.

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Plans in Book 10,  
Pages 116 & 117.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from MONSON to WALES and known as WALES ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at END OF PRESENT NEW WORK and extend in a WESTERLY direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of JULY 1936

Howard L. Carew

Ralph R. Moulton

Arthur L. Brown

Selectmen of the Town of Monson

The foregoing petition was entered on the 10th day of July 1936, and due proceedings having been had thereon, the following Relocation Report was filed on November 18, 1936; and Final Decree was filed on November 25, 1936, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1936

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present new work and extend in a westerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated and altered. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout or relocation is located on the Wales Road, so called, and begins at the westerly end of the location of the 1935 County layout, extending thence in a southwesterly and northwesterly direction



about 1/3 of a mile. The section of highway hereby laid out is more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in April, 1933, and begins at a point marking the westerly end of the base line of the aforesaid 1935 layout, said point of beginning being shown on plan as station 68+64.29 and extends thence north  $76^{\circ} 32' 45''$  west 224.81 feet, thence south  $89^{\circ} 19' 35''$  west 229.92 feet, thence south  $64^{\circ} 16' 25''$  west 487.45 feet, thence south  $52^{\circ} 53' 25''$  west 252.20 feet, thence north  $83^{\circ} 54' 25''$  west 110.19 feet, thence north  $37^{\circ} 21' 25''$  west 318.50 feet, thence north  $46^{\circ} 17' 50''$  west 312.64 feet to a point at the end of the layout shown on plan as station 88+00.

The southerly location line begins at a point marking the westerly end of the southerly location line of the aforesaid 1935 layout bearing south  $11^{\circ} 09' 49''$  west and 22.58 feet distant from the point of beginning of the above-described base line shown on plan as station 68+64.29 and extends thence north  $78^{\circ} 50' 11''$  west 188.79 feet to a point bearing south  $11^{\circ} 09' 49''$  west and 30.13 feet distant from station 70+53.23, thence by a curve to the left of 570.00 feet radius 367.00 feet to a point bearing south  $25^{\circ} 43' 35''$  east and 30.00 feet distant from station 74+43.17, thence parallel to the above described base line and 30.00 feet distant therefrom to a point bearing south  $25^{\circ} 43' 35''$  east and 30.00 feet distant from station 77+06.80, thence by a curve to the left of 970.00 feet radius 192.72 feet to a point bearing south  $37^{\circ} 06' 35''$  east and 30.00 feet distant from station 79+06.14, thence south  $52^{\circ} 53' 25''$  west 123.99 feet to a point bearing south  $37^{\circ} 06' 35''$  east and 30.00 feet distant from station 80+30.13, thence by a curve to the right of 140.00 feet radius 219.76 feet to a point bearing south  $52^{\circ} 49' 35''$  west and 30.99 feet distant from station 82+03.31, thence north  $37^{\circ} 10' 25''$  west 204.77 feet to a point bearing south  $52^{\circ} 49' 35''$  west and 30.33 feet distant from station 84+08.07, thence by a curve to the left of 970.00 feet radius 154.46 feet to a point bearing south  $43^{\circ} 42' 10''$  west and 30.00 feet distant from station 85+67.65, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing south  $43^{\circ} 42' 10''$  west and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 88+00.

The northerly location line begins at a point marking the westerly end of the northerly location line of the aforesaid 1935 layout bearing north  $11^{\circ} 09' 49''$  east and 37.42 feet distant from the point of beginning of the above-described base line shown on plan as station 68+64.29 and extends thence north  $78^{\circ} 50' 11''$  west 188.79 feet to a point bearing north  $11^{\circ} 09' 49''$  east and 29.87 feet distant from station 70+53.23, thence by a curve to the left of 630.00 feet radius 405.63 feet to a point bearing north  $25^{\circ} 43' 35''$  west and 30.00 feet distant from station 74+43.17, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north



25° 43' 35" west and 30.00 feet distant from station 77+06.80, thence by a curve to the left of 1030.00 feet radius 204.64 feet to a point bearing north 37° 06' 35" west and 30.00 feet distant from station 79+06.14, thence south 52° 53' 25" west 123.99 feet to a point bearing north 37° 06' 35" west and 30.00 feet distant from station 80+30.13, thence by a curve to the right of 80.00 feet distant 125.58 feet to a point bearing north 52° 49' 35" east and 29.01 feet distant from station 82+03.31, thence north 37° 10' 25" west 204.77 feet to a point bearing north 52° 49' 35" east and 29.67 feet distant from station 84+08.07, thence by a curve to the left of 1030.00 feet radius 164.01 feet to a point bearing north 43° 42' 10" east and 30.00 feet distant from station 85+67.65, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 43° 42' 10" east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 88+00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County.

Parcel No. 1. A parcel of land supposed to be owned by NELSON CAREW, located on the southeasterly side of Wales Road between stations 68+64.29 and 81+13+, bounded as follows: southerly, southeasterly and again southerly by other land of said Nelson Carew about 1233 feet; westerly by a road separating land of said Nelson Carew from land of Joseph Morris about 16 feet; northerly, northwesterly and again northerly by Wales Road about 1247 feet and easterly by the 1935 County layout on Wales Road about 3.5 feet; containing about 9680 square feet.

Parcel No. 2. A parcel of land supposed to be owned by BURT T. ROYCE, located on the northerly side of Wales Road between station 68+64.29 and 71+53+, bounded as follows: northerly by other land of said Royce about 294 feet; easterly by the 1935 County layout on Wales Road about 16.5 feet; southerly by Wales Road about 287 feet and westerly by land now or formerly of the Town of Monson about 19 feet; containing about 4820 square feet.

Parcel No. 3. A parcel of land supposed to be owned by the TOWN OF MONSON, located on the northerly side of Wales Road between stations 71+48+ and 83+10+, bounded as follows: northerly, northwesterly and again northerly and northeasterly by other land of said town of Monson about 1123 feet; easterly by land now or formerly of Burt T. Royce about 19 feet; southerly, southeasterly again southerly and southwest-erly by Wales Road about 1139 feet and northwesterly by land now or formerly of Loran I. Senecal et al about 12 feet; containing about 11,400 square feet.



Parcel No. 4. A parcel of land supposed to be owned by JOSEPH MORRIS, located on the southwesterly side of Wales Road between stations 81+40+ and 88+00, bounded as follows: southwesterly by other land of said Joseph Morris about 680 feet; northwesterly again by other land of said Joseph Morris about 12 feet; northeasterly by Wales Road about 665 feet and easterly by a road separating land of said Joseph Morris and land of Nelson Carew about 19 feet; containing about 6150 square feet.

Parcel No. 5. A parcel of land supposed to be owned by LORAN I. AND DOLLY I. J. SENEAL, located on the northeasterly side of Wales Road, between stations 83+09+ and 88+00, bounded as follows: northeasterly by other land of said Senecal about 495 feet; southeasterly by land now or formerly of the town of Monson about 12 feet; southwesterly by Wales Road about 492 feet and northwesterly by other land of said Senecal about 8 feet; containing about 5370 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the Town of Monson - Hampden County - Laid Out By The County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of April next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

Nelson Carew. . . . .	\$ 1.00
Burt T. Royce . . . . .	1.00
Town of Monson. . . . .	1.00
Joseph Morris . . . . .	1.00
Loran I. and Dolly I. J. Senecal. . . . .	1.00

All land and other legal damages shall be paid by the Town of Monson.

Thos. J. Costello	)
Chas. W. Bray	)County
Maurice G. Donahue	)Commissioners
	)of the County
	)of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1936

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.



FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1936

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present new work and extend in a westerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 1,900 feet of road in Monson, leading to Wales, and being known as Wales Road; the work to begin at the end of the section of said road improved in 1935, station 59, and extend in a westerly direction to station 78; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed ONE THOUSAND EIGHT HUNDRED SEVENTY-FIVE DOLLARS (\$1,875.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Monson, Selectmen of the Town of, Petrs. for specific repairs on Wales Road, the work to begin at Monson-Wales Town Line and extend in a westerly direction for a distance of 3000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from MONSON to WALES and known as WALES ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at MONSON-WALES TOWN LINE and extend in a WESTERLY direction for a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of JULY 1936.

Howard L. Carew  
Ralph R. Moulton  
Arthur L. Brown

Selectmen of the Town of Monson



The foregoing petition was entered on the 10th day of July 1936, and due proceedings having been had thereon, on the 12th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1936

On the petitions of the Selectmen of the Town of Monson for specific repairs on Wales Road, the work to begin at Monson-Wales Town Line and extend in a westerly direction for a distance of 3000 feet more or less, and for aid; and for specific repairs on State Avenue, the work to begin at State Avenue Bridge and extend in a southerly direction for a distance of 3000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 63 and 64, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 9,530 feet of road in Monson, leading to adjoining towns, and being known as State Avenue and Wales Road; the work to be done in two sections: State Avenue - 3,630 feet, Wales Road - 5,900 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FOUR HUNDRED EIGHTY-EIGHT DOLLARS (\$488.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Monson.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from MONSON to PALMER and known as STATE AVE. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STATE AVENUE BRIDGE and extend in a SOUTHERLY direction for a distance of 4000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to

Monson, Selectmen of the Town of, Petrs. for specific repairs on State Avenue, the work to begin at State Avenue Bridge and extend in a southerly direction for a distance of 4000 feet more or less, and for aid.



the expense of said repairs together with an appropriation from the State and Town.

Dated this 9th day of JULY 1936.

Howard L. Carew

Ralph R. Moulton

Arthur L. Brown

Selectmen of the Town of Monson

The foregoing petition was entered on the 10th day of July 1936, and due proceedings having been had thereon, on the 12th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1936

On the petitions of the Selectmen of the Town of Monson for specific repairs on Wales Road, the work to begin at Monson-Wales Town Line and extend in a westerly direction for a distance of 3000 feet more or less, and for aid; and for specific repairs on State Avenue, the work to begin at State Avenue Bridge and extend in a southerly direction for a distance of 4000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 63 and No. 64, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 9,530 feet of road in Monson, leading to adjoining towns, and being known as State Avenue and Wales Road; the work to be done in two sections: State Avenue - 3,630 feet, Wales Road - 5,900 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FOUR HUNDRED EIGHTY-EIGHT DOLLARS (\$488.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Monson.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



Oct. Meeting 1936

Montgomery, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Main Road in two sections, and for aid.

65

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Huntington to Westfield and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point near the house of E. A. Chapman on Main Road, where work was ended in 1934 and extend for a distance of one-third of a mile, more or less, in a northerly direction, also for a distance of one third of a mile more or less, beginning at the corner of the Main road and Avery Road and extending in a northerly direction.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twentieth day of July 1936

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the 21st day of July 1936, and due proceedings having been had thereon, on the 12th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1936

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on Main Road in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of September, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, widen, treat with bituminous material, surface with stone retread and gravel and otherwise improve about 4,350 feet of road in Montgomery, leading from Huntington to Westfield, and being known as the Main Road; the work to be done in two sections:

Section 1 - beginning at the end of the section of said road improved in 1934, station 20, and extending in a northwesterly direction to station 54,

Section 2 - beginning at the junction of Avery and Main Roads, station 160+50, and extending in a northwesterly direction to station 170;



these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND EIGHT HUNDRED SEVENTY-FIVE DOLLARS (\$1,875.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 65+67.00 and extend in a westerly direction for a distance of 4300 feet more or less, and for aid.

66

Plans in Book 10,  
Pages 104-106 incl.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the highway leading from Brimfield to Brookfield and known as Brookfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 65+67.00 and extend in a westerly direction for a distance of 4300 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of August 1936.

Everett D. Landen

Edward J. Killian

Roe S. Clark

Selectmen of the Town of Brimfield.

The foregoing petition was entered on the 11th day of August 1936, and due proceedings having been had thereon, on the 23rd day of October, 1936, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1936

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 65+67.00 and extend in a westerly direction for a distance of 4300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the second day of September, A. D. 1936, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said high-



way should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brookfield Road, so called, and begins at the southwesterly end of the location laid out by the County Commissioners July 10, 1935, and extends thence in a westerly direction about 2/3 of a mile hereinafter described:

The base line begins at a point marking the southwesterly end of the base line of the aforesaid 1935 layout shown on plan as station 65+67.00 and extends thence south 59° 03' 50" west 297.39 feet, thence by a curve to the left of 3000.00 feet radius 299.54 feet, thence south 53° 20' 35" west 383.39 feet, thence by a curve to the right of 499.98 feet radius 246.85 feet, thence south 81° 37' 50" west 368.59 feet, thence south 78° 02' 30" west 1520.66 feet to a point shown on plan as station 96+83.42, said station equalling station 97+14.78 for the line ahead, thence continuing by the last course south 78° 02' 30" west 498.84 feet to a point at the end of the layout shown on plan as station 102+13.62.

The southerly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1935 layout, bearing south 9° 33' 10" east and 32.22 feet distant from the point of beginning of the above-described base line shown on plan as station 65+67.00 and extends thence south 59° 03' 50" west 275.61 feet to a point bearing south 30° 56' 10" east and 30.00 feet distant from station 68+54.36, thence north 30° 56' 10" west 5.75 feet to a point bearing south 30° 56' 10" east and 24.25 feet distant from the said station 68+54.36, thence southwesterly by a curve to the left of 2975.75 feet radius 297.12 feet to a point bearing south 36° 39' 25" east and 25.23 feet distant from station 71+53.95, thence south 36° 39' 25" east 5.75 feet to a point bearing south 36° 39' 25" east and 30.98 feet distant from the said station 71+53.95, thence south 53° 20' 35" west 391.51 feet to a point bearing south 40° 05' 46" east and 31.06 feet distant from station 75+47.32, thence by a curve to the right of 530.00 feet radius 261.67 feet to a point bearing south 12° 22' 59" east and 30.07 feet distant from station 77+94.17, thence south 81° 37' 50" west 245.38 feet to a point bearing south 8° 22' 10" east and 30.00 feet distant from station 80.37.44, thence by a curve to the left of 3970.00 feet radius 248.67 feet to a point bearing south 11° 57' 30" east and 30.00 feet distant from station 82+88.08, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing south 11° 57' 30" east and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 102+13.62.

The northerly location line begins at a point marking the southwesterly end of the northwesterly location line of the aforesaid 1935 layout, bearing north 9° 33' 10" west and 32.22 feet distant from the point of beginning of the above-described base line shown on plan as



station 65+67.00 and extends thence south 59° 03' 50" west 299.10 feet to a point bearing north 30° 56' 10" west and 30.00 feet distant from station 68+54.36, thence by a curve to the left of 3030.00 feet radius 302.54 feet to a point bearing north 36° 39' 25" west and 29.02 feet distant from station 71+53.95, thence south 53° 20' 35" west 391.51 feet to a point bearing north 32° 58' 52" west and 29.06 feet distant from station 75+47.32, thence by a curve to the right of 470.00 feet radius 232.04 feet to a point bearing north 4° 21' 21" west and 30.07 feet distant from station 77+94.17, thence south 81° 37' 50" west 245.38 feet to a point bearing north 8° 22' 10" west and 30.00 feet distant from station 80+37.44, thence by a curve to the left of 4030.00 feet radius 252.43 feet to a point bearing north 11° 57' 30" west and 30.00 feet distant from station 82+88.08, thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout bearing north 11° 57' 30" west and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 102+13.62.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County.

Parcel No. 1. A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the northwesterly side of the Brookfield Road between stations 65+67.00 and 67+96+, bounded as follows: Northwest-erly by other land of said Carpenter about 239 feet; easterly by the 1935 County layout about 9 feet; southeasterly by Brookfield Road about 237 feet and westerly by land now or formerly of Bessie M. Whitney about 7.5 feet; containing about 2020 square feet.

Parcel No. 2. A parcel of land supposed to be owned by BESSIE M. WHITNEY, located on the southeasterly side of Brookfield Road, between stations 65+75+ and 69+10, bounded as follows: Southeasterly, south-westerly and again southeasterly by other land of said Whitney about 337 feet; northwesterly by Brookfield Road about 335 feet and easterly by the 1935 County layout about 11 feet; containing about 3610 square feet.

Parcel No. 3. A parcel of land supposed to be owned by BESSIE M. WHITNEY, located on the northwesterly side of Brookfield Road between stations 67+94+ and 69+50+, bounded as follows: northwesterly by other land of said Whitney about 157 feet; easterly by land now or formerly of Dorothy L. Carpenter about 7.5 feet and southeasterly by Brookfield Road about 155 feet; containing about 600 square feet.



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Parcel No. 4. A parcel of land supposed to be owned by BESSIE M. WHITNEY, located on the southeasterly side of Brookfield Road, between stations 71+00<sub>+</sub> and 76+82<sub>+</sub>, bounded as follows: Southeasterly, northeasterly and again southeasterly by other land of said Whitney about 594 feet; northwesterly by Brookfield Road about 588 feet; containing about 4590 square feet.

Parcel No. 5. A parcel of land supposed to be owned by BESSIE M. WHITNEY, located on the northwesterly side of Brookfield Road, between stations 71+00<sub>+</sub> and 74+13<sub>+</sub>, bounded as follows: Northwesterly by other land of said Whitney about 315 feet; southeasterly by Brookfield Road about 320 feet and westerly by land now or formerly of Frank B. Mallory about 15 feet; containing about 2840 square feet.

Parcel No. 6. A parcel of land supposed to be owned by FRANK B. MALLORY, located on the northwesterly side of Brookfield Road, between stations 74+14<sub>+</sub> and 78+60<sub>+</sub>, bounded as follows: northwesterly and northerly by other land of said Mallory about 432 feet; easterly by land now or formerly of Bessie M. Whitney about 15 feet; southeasterly and southerly by Brookfield Road about 432 feet and westerly by Devil's Lane, so called about 7 feet; containing about 3150 square feet.

Parcel No. 7. A parcel of land supposed to be owned by BESSIE M. WHITNEY, located on the southerly side of Brookfield Road, between stations 77+20<sub>+</sub> and 78+78<sub>+</sub>, bounded as follows: southerly by other land of said Whitney about 163 feet; westerly by land now or formerly of Johanna L. Oliver about 13 feet and northerly by Brookfield Road about 164 feet; containing about 1560 square feet.

Parcel No. 8. A parcel of land supposed to be owned by JOHANNA L. OLIVER, located on the southerly side of the Brookfield Road, between stations 78+78<sub>+</sub> and 80+93<sub>+</sub>, bounded as follows: southerly by other land of said Oliver about 215 feet, northerly by Brookfield Road about 215 feet and easterly by land now or formerly of Bessie M. Whitney about 13 feet; containing about 1810 square feet.

Parcel No. 9. A parcel of land supposed to be owned by JOHANNA L. OLIVER, comprising in part a strip of land on the northwesterly side of Brookfield Road and in part the entire width of location of the 1936 County layout, all being located between stations 79+23<sub>+</sub> and 89+94 and being bounded as follows: Northerly by other land of said Oliver about 1071 feet; southeasterly by Brookfield Road about 444 feet; southerly by other land of said Oliver about 573 feet and southwesterly by Brookfield Road about 89 feet; containing about 46,820 square feet.

Parcel No. 10. A parcel of land supposed to be owned by JOHANNA L. OLIVER, located on the southerly side of Brookfield Road, between stations 90+09<sub>+</sub> and 92+85<sub>+</sub>, bounded as follows: Southerly by other land of said Oliver about 275 feet; northwesterly and northeasterly by Brookfield Road about 294 feet; containing about 6760 square feet.



Parcel No. 11. A parcel of land supposed to be owned by JAMES ARTHUR WESSON, located on the northerly side of Brookfield Road, between stations 92+63<sub>+</sub> and 96+13<sub>+</sub>, bounded as follows: northerly by other land of said Wesson about 350 feet and southeasterly and southerly by Brookfield Road about 356 feet; containing about 6000 square feet.

Parcel No. 12. A parcel of land supposed to be owned by JOHANNA L. OLIVER, located on the southerly side of Brookfield Road, between stations 94+35<sub>+</sub> and 94+99<sub>+</sub>, bounded as follows: southerly by other land of said Oliver about 64 feet; westerly by land now or formerly of Dorothy L. Carpenter about 6 feet and northerly by Brookfield Road about 64 feet; containing about 190 square feet.

Parcel No. 13. A parcel of land supposed to be owned by DOROTHY L. CARPENTER, located on the southerly side of Brookfield Road, between stations 94+99<sub>+</sub> and 102+13.62, bounded as follows: Southerly and westerly by other land of said Carpenter about 700 feet; northerly by Brookfield Road about 684 feet and easterly by land now or formerly of Johanna L. Oliver about 6 feet; containing about 6200 square feet.

Parcel No. 14. A parcel of land supposed to be owned by JAMES ARTHUR WESSON, located on the northerly side of Brookfield Road between stations 96+78<sub>+</sub> and 102+13.62, bounded as follows: westerly and northerly by other land of said Wesson about 510 feet; southerly by Brookfield Road about 505 feet; containing about 4720 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of Brimfield - Hampden County - Laid out by the County Commissioners - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

Dorothy L. Carpenter. . . . .	\$ 1.00
Bessie M. Whitney . . . . .	1.00
Bessie M. Whitney . . . . .	1.00
Bessie M. Whitney . . . . .	1.00
Bessie M. Whitney . . . . .	1.00
Frank B. Mallory. . . . .	1.00
Bessie M. Whitney . . . . .	1.00
Johanna L. Oliver . . . . .	1.00



Johanna L. Oliver. . . . . \$ 1.00  
 Johanna L. Oliver. . . . . 1.00  
 James Arthur Wesson. . . . . 1.00  
 Johanna L. Oliver. . . . . 1.00  
 Dorothy L. Carpenter . . . . . 1.00  
 James Arthur Wesson. . . . . 1.00

The work to be done is as follows: to grade and otherwise improve about 2,400 feet of road in Brimfield, leading to Warren, and being known as Brookfield Road; the work to begin at the end of the section of said road improved in 1935, station 73+50, and extend in a westerly direction to station 97+50. The road shall be graded to a width of 23 feet in cuts and 23-28 feet on embankments. This work shall be done in accordance with the requirements of Division II. A drainage system, consisting of 3 drop inlets and outlets aggregating 142 feet of 12-inch bituminous coated corrugated metal pipe, 68 feet of 18-inch bituminous coated corrugated metal pipe and 40 feet of 24-inch bituminous coated corrugated metal pipe, shall be constructed where directed and in accordance with the requirements of Divisions 5 and 6. Cable guard rail shall be placed in accordance with the requirements of Sections 163 to 166 inclusive. Stone wall shall be removed and rebuilt in accordance with the requirements of Sections 185 to 188 inclusive. Stock fences and gates, shall be constructed where directed and in accordance with the requirements of Sections 167 to 170 inclusive.

The aforesaid work shall be done as directed by the Engineer and in accordance with the standard specifications of the Department of Public Works applicable thereto. The agreement of the Department of Public Works-Division of Highways, is on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND ONE HUNDRED AND TWENTY-FIVE DOLLARS (\$1,125.)

All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Maurice G. Donahue ) Commissioners  
 of the County  
 of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 23, 1936

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.



Oct. Meeting 1936

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Mill Lane and to dam over which the road passes, the work to begin two hundred feet northerly from station 0 and extend southerly for a distance of 550 ft more or less, and for aid.

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Plan in Book 10,  
Page 120.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the highway leading from Palmer Road to the Wales Road and known as Mill Lane be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, and that repairs be made to the dam over which the road passes, the work to begin two hundred feet (200 ft.) northerly from station 0 as shown on plan and extend southerly for a distance of five hundred fifty feet (550 ft.) more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs to the road and dam and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 10th day of August 1936.

Everett D. Landen

Edward J. Killian

Roe S. Clark

Selectmen of the Town of Brimfield.

The foregoing petition was entered on the 11th day of August 1936, and due proceedings having been had thereon, the following Specifications were filed on August 11, 1936; Report of Engineer was filed on August 26, 1936; Final Decree was filed on December 9, 1936; Progress Report was filed on February 2, 1937; Final Report of Engineer was filed on December 6, 1937; and Final Decree was filed on December 15, 1937, to wit:

SPECIFICATIONS FOR PROPOSED REPAIRS TO MILL POND DAM

MILL LANE ROAD, BRIMFIELD, MASS.

July 27, 1936

HAMPDEN COUNTY  
APPROVED  
Dec. 9, 1936

Thos. J. Costello  
Chas. W. Bray  
Maurice G. Donahue  
County Commissioners

INTRODUCTION

Work to be done is to be such that the dam and highway will be in a condition as good as before the flood damage occurred. It will be specified under the following items:

Item No.	Item	Estimated Quantity:
1	Dry Stone Masonry Walls	85 c.y.
2	Earth Fill	750 c.y.
3	Rip-rap	100 c.y.
4	Spillway Crest	-
5	Miscellaneous minor repairs	-



## ITEM 1 - DRY STONE MASONRY

The section of the downstream wall which was washed out by the flood is to be rebuilt. The foundation shall be carried just below the frost line or to stable material. If unstable material is encountered additional excavation is to be made and a gravel base shall be provided as required by the engineer. The thickness of the wall at the base shall be not less than one third the final height or as directed by the engineer. The construction is to be of the same heavy random type as of the wall now in place. There shall be a batter of 1" to the foot for the average line of the face except as may be specified by the engineer. A typical section is shown on the plan herewith. All work under this item shall be done in a thorough and workmanlike manner and as may be directed by the engineer.

## ITEM 2 - EARTH FILL

The breach caused by the flood is to be backfilled after removal of all debris and clearance of the site to the satisfaction of the engineer. The fill material shall be a dirty gravel or other material approved by the engineer. It shall be placed and thoroughly compacted as directed by the engineer and great care shall be taken in thoroughly compacting the fill around the 36" outlet drain line. The fill shall be brought to a final grade level with the floor surface of the spillway bridge and having an average top width of 18 feet except as may be directed by the engineer. The top 12" shall be selected material suitable for a road base and surface. The road surface shall have a crown of 1/4" to the foot. All work under this item shall be done in a thorough and workmanlike manner and as may be directed by the engineer.

## ITEM 3 - RIP-RAP

The slope and pond bottom in the vicinity of the outlet drain line shall be protected with rip-rap for at least 15 feet from the pipe and as may be directed by the engineer. Such portions of the slope of the new fill shall be rip-rapped as may be required by the engineer. The slopes and pond bottom in the vicinity of the spillway and at such other points as may be required shall be rip-rapped as directed by the engineer. All rip-rap shall be of hand laid, well-interlocked stone with an average thickness of 12" except as may be directed by the engineer.

## ITEM 4 - SPILLWAY CREST

## (a) Removal of Concrete Addition.

The recent concrete addition to the spillway crest shall be removed to the old stone top at an elevation of about 5 feet below the floor surface of the spillway bridge. The spillway approach shall be entirely cleared of all debris or obstacles to capacity discharge as directed by the engineer.

## (b) Supports for Flashboards.

Two 4" channel beams are to be set at the sides of the present spillway and two 4" H-beams are to be set in the stone crest in such manner as to divide the flashboards into three equal sections.



The tops of the H-beams are to be set 3 feet below the floor surface of the spillway bridge. The H-beams are to be set not less than 18" from the downstream face of the spillway wall and to a depth of not less than 18" in a stone of said wall or a block of concrete not less than 500 pounds in weight, all as directed by the engineer or otherwise as he may direct.

ITEM 5 - MISCELLANEOUS MINOR REPAIRS

(a) Fill Washouts.

The washout south of the bridge shall be carefully opened up and thoroughly backfilled and tamped. The washouts of wall backing shall be entirely and carefully backfilled and tamped.

(b) Repair Gate.

The gate on the 36" outlet drain is to be repaired together with the frame in such manner as to work freely under full pond head.

(c) Brace Bridge.

The spillway bridge braces shall be replaced, provided with adequate footings and thoroughly braced in place.

All work under this item shall be done in a thorough and workmanlike manner as directed by the engineer.

Nathaniel Clapp  
Civil Engineer,  
Palmer, Mass.

REPORT OF ENGINEER

August 25, 1936

The Hon. The Board of County Commissioners  
Hampden County, Court House,  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

As requested I have examined the plans and specifications, filed for your approval on August 11, 1936 by the town of Brimfield through its Engineer Mr. Nathaniel Clapp, showing the repairs to be made on Mill Pond Dam in the Town of Brimfield and report as follows:

Mill Pond Dam is located on Mill Brook, at a point about a half a mile southwest of Brimfield Center, where the drainage area contributory is a little over six square miles. The pond formed by the dam covers an area of 20 acres or thereabouts at high water level.

The dam was originally built in 1812 or 124 years ago, and the water power developed thereby was used for the purpose of running a sawmill, located near the south end of the dam, and a grist mill, located towards the north end. The sawmill is still a going concern, although used only intermittently, while the grist mill went out of existence years ago.

The dam is an earthen embankment faced upstream and downstream with walls of dry rubble masonry. It is about 400 feet in length and 13 feet or thereabouts in height above the streambed. Its top is about 20 feet in width and is used as a public highway known as "Mill Lane Road". The spillway is located near the south end of the structure and next to the 4 foot penstock leading to the sawmill. It is 24 feet



in length and its crest is 5 feet below the surface of the wooden highway bridge that spans the spillway.

In the phenomenal storm that occurred on March 18th last, the water raised in the pond and overflowed the top of the dam, thus causing a considerable washout therein. The plans and specifications filed are for permission to repair the damage done and, also, to make the structure less liable to damage from high water in the future by increasing the discharging capacity of the spillway.

When the dam was constructed it is evident that the use of flashboards was not very seriously considered, inasmuch, as there was no provision made in the spillway masonry, - in the way of grooves or slots etc. - to hold flashboards thereon.

In low water time, when the value of more storage in the pond and higher head on the wheels, were recognized, instead of obtaining these results by the use of regular flashboards, the pond level was raised, at first, a foot and a half by the blocking of the spillway with heavy timbers, and afterwards, by the replacing of these timbers with a concrete wall. This blocking affected the efficiency of the spillway very materially since it reduced its discharging capacity over 40 per cent.

The plans submitted show that this wall on the spillway will be removed and the crest of the spillway brought back to its original height. The plans also show that provision will be made for movable flashboards 2 feet in height that can be put on in low water time and taken off in high water time. In order that this can be done with little effort the spillway will be divided into three equal sections by two vertical 4 inch steel H beams, permanently set in the spillway crest masonry. This arrangement will require planks only about 8 feet in length, which will be firmly held in place and slide up and down freely without any binding in the grooves of the H beams or in the channel irons set at the ends of the spillway.

While this arrangement will facilitate the putting on and taking off of the flashboards, nevertheless, for the greater safety of the structure, in recommending the plans and specifications for your approval, it is also recommended that the use of flashboards shall not be allowed on the spillway between the 1st of December and the 15th of April or until after the spring freshets and the ice in the pond are gone.

It is further recommended that, in case of extraordinary rainstorms and high water at any time between the 15th of April and the 1st of December, the owner of the pond shall take the flashboards off, and not put them on again until after the high water has subsided.

Respectfully submitted,

James L. Tighe



Oct. Meeting 1936

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 9, 1936

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Mill Lane and to the dam over which the road passes, the work to begin two hundred feet northerly from station 0 and extend southerly for a distance of 500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of September, A. D. 1936, view said highway and dam and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Beginning at a point thirty (30) feet north of station 0 as shown on plan, and extending in a southerly direction four hundred and fifty (450) feet more or less, the road was graded to a width of about sixteen (16) feet and one (1) foot deep. The guard rail was renewed along this distance.

Plan and specifications for repairs to Mill Pond Dam were filed August 11, 1936 and submitted to James L. Tighe, Engineer, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plan and specifications in accordance with report of said James L. Tighe. In so doing however, it is ordered that the use of flashboards shall not be allowed on the spillway between the 1st of December and the 15th of April and until after the spring freshets and the ice in the pond are gone; it is further ordered that, in case of extraordinary rainstorms and high water at any time between the 15th of April and the 1st of December, the owner of the pond shall take the flashboards off, and not put them on again until after the high water has subsided.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FIVE HUNDRED FIFTY-SEVEN DOLLARS AND FIFTY CENTS (\$557.50) towards the repairing of this highway and dam.

All damages sustained by any person by reason of said repairs on this road and dam shall be paid by the Town of Brimfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

PROGRESS REPORT

February 1, 1937

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

As a progress report I beg to state that the repairs on



Mill Pond dam, so called, on Mill Brook in the Town of Brimfield for which the plans and specifications were approved on Dec. 9th, last, have been completed with the exception of the gravel fill for and surfacing of the highway carried on top of the dam. This work will not be done until after the frost leaves the ground in the Spring.

Because of the repairs made, the sawmill attached to the pond has been in operation and sawing lumber for some weeks.

Respectfully submitted,

James L. Tighe

FINAL REPORT OF ENGINEER

December 6, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

I recommend for your acceptance the repairs made on Mill Pond dam, located on Mill Brook in the town of Brimfield.

These repairs have been made in accordance with the plans and specifications for the doing of the work, approved by the County on Dec. 9th, 1936.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 15, 1937

In the matter of the petition of the Selectmen of the Town of Brimfield for specific repairs on Mill Lane and to the dam over which the road passes, the work to begin two hundred feet northerly from station 0 and extend southerly for a distance of 550 feet more or less, and for aid.

Petition in this case was entered on the eleventh day of August in the year of our Lord One Thousand Nine Hundred Thirty-Six, when the said petitioner filed certain specifications and plan for approval of repairs to be made to Mill Pond Dam in Brimfield, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated August 25, 1936 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on December 9, 1936, and it was ordered that the use of flashboards shall not be allowed on the spillway between the 1st of December and the 15th of April and until after the spring freshets and the ice in the pond are gone; and it was further ordered that, in case of extraordinary rainstorms and high water at any time between the 15th of April and the 1st of December, the owner of the pond shall take the flashboards off, and not put them on again until after the high water has subsided.



The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the repairs and to make a final report on the repairs to the dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 6, 1937 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Longmeadow, Selectmen  
of the Town of, Petrs.  
for specific repairs  
on Maple Road and  
Hazardville Road, and  
for aid.

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TO the COUNTY COMMISSIONERS of the COUTY of HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Longmeadow, in said county, that common convenience and necessity requires that the highway leading from Longmeadow to East Longmeadow and known as Maple Road, from Franklin Road easterly to Hazardville Road, and the highway leading from Maple Road to Shaker Road and known as Hazardville Road, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the junction of Maple Road and Franklin Road and extend in an easterly direction for a distance of about 2550 feet more or less to Hazardville Road, thence northerly on Hazardville Road for a distance of about 2350 feet more or less to Shaker Road.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this Tenth day of August 1936.

Edwin S. Munson

Frank B. Allen

Charles H. Bump

Selectmen of the Town of  
Longmeadow

The foregoing petition was entered on the 12th day of August 1936, and due proceedings having been had thereon, on the 25th day of November 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1936

On the petition of the Selectmen of the Town of Longmeadow for specific repairs on Maple Road and Hazardville Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of September, A. D. 1936, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said



Commissioners order the following repairs made: to grade, surface with gravel mixed in place with cut-back asphalt and otherwise improve about 5,000 feet of roads in Longmeadow, leading to the Connecticut line, and being known as Maple and Hazardville Roads; the work to begin at the junction of Franklin Road on Maple Road, station 126+50+, and extend in an easterly direction to station 99+96.32=0+00 on Hazardville Road, thence northerly on Hazardville Road to the junction of Shaker Road, station 23+50.47; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed TWO THOUSAND EIGHT HUNDRED AND TWELVE DOLLARS (\$2,812.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

August 11, 1936

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Falls to Willimansett and known as Montgomery Street be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 55+00 and extend in a southeasterly direction for a distance of 2600 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Anthony Stonina Mayor  
Thomas F. Robinson City Engineer  
Edward Bourbeau Supt. of Streets

Board of Aldermen

Members signatures

Daniel Buckley	Ernest Cote	James J. Hendron
Walter F. Szetela	Ernest Laflamme	Rudolph Gaudette
James J. O'Connor	Walter J. Trybulski	Francis X. Desmarais
Robert McDevitt	Stanislaw Sitarz	Henry C. Gingras
George H. Lewis		

The foregoing petition was entered on the 15th day of August 1936, and due proceedings having been had thereon, on the 28th day of October 1936, said Commissioners file the following Final Decree, to wit:

Mayor and Board of Aldermen of the City of Chicopee, Petrs. for re-location, alterations and specific repairs on Montgomery Street, the work to begin at station 55+00 and extend in a southeasterly direction for a distance of 2600 feet more or less, and for aid.

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The contract is filed in Case No. 71.



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 28, 1936

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Montgomery Street, the work to begin at station 55+00 and extend in a southeasterly direction for a distance of 2600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of September, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Montgomery Street in the City of Chicopee: the sub-base where required shall consist of gravel as specified. The base course for the bituminous macadam surface or the Penolithic wearing surface shall consist of broken stone bound with sand as specified. The thickness of the base course after rolling shall be three and one-half (3-1/2) inches. Bituminous macadam surface course shall be constructed as specified. The thickness of the surface course after rolling shall be two and one-half (2-1/2) inches. The bituminous material shall consist of asphalt and the first application shall be at the rate of two (2) gallons per square yard of surface. Penolithic wearing surface shall be constructed in accordance with the requirements of Addendum 2-24 and shall be two (2) inches thick after rolling. Bounds to be delivered and set shall be of reinforced concrete and they shall conform to the requirements except that the drill hole and plug shall be omitted. Catch Basins, Manholes - the materials to be furnished and the work to be performed under these items shall conform to the requirements except that the catch basin and manhole casting shall be furnished as specified. Cable Guard Rail - The material to be furnished and the work to be done shall conform to the requirements except that the concrete posts shall be furnished as specified. Sodding - where directed the surface of slopes, shoulders and grass plots shall be covered with grass sod placed on a layer of loam. The combined thickness of sod and loam when laid shall be not less than six (6) inches. Grass sod shall be firm and of satisfactory quality. Loam shall conform to specifications. Concrete Guard Posts - this item shall consist of furnishing and setting concrete guard posts as markers at culvert ends or in place of short sections of guard railing, as directed. The posts shall be set apart five (5) feet on centers, except when otherwise directed.

The work is to begin at about Station 55+50 and extend thence on said Montgomery Street in a general southeasterly direction for a distance of about 2650 feet to about Station 82+00 about 100 feet south of Granby Road.

The aforesaid work and all other work required to be done in the contract, on file in folder No. 71, Granby Road, shall be done



as directed by the Engineer and in accordance with the Special Provisions for constructing two sections of highway in the City of Chicopee (Montgomery Street and Granby Road) and in accordance with the Standard Specifications for Highways and Bridges revised September 1, 1934 - Department of Public Works.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed THREE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$3,750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Chicopee.

Thos. J. Costello )County  
Commissioners  
Maurice G. Donahue )of the County  
of Hampden.  
Francis M. O'Keefe )Associate Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

August 11, 1936

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Center to Granby and known as Granby Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 32+70.86 and extend in a northerly and easterly direction for a distance of 8300 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from The State and City.

Anthony J. Stonina Mayor  
Thomas F. Robinson City Engineer  
Edward Bourbeau Supt. of Streets

Board of Aldermen

Members signatures:

Daniel B. Buckley  
James J. Hendron  
James J. O'Connor  
Robert McDevitt  
George H. Lewis

Ernest Cote  
Ernest Laflamme  
Walter J. Trybulski  
Stanislaw Sitarz

Walter F. Szetela  
Rudolph Gaudette  
Francis X. Desmarais  
Henry C. Gingras

The foregoing petition was entered on the 15th day of August 1936, and due proceedings having been had thereon, on the 28th day of October 1936, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 28, 1936

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Granby Road, the work to begin at station 32+70.86 and extend in a

Mayor and Board of Aldermen of the City of Chicopee, Petrs. for relocation, alterations and specific repairs on Granby Road, the work to begin at station 32+70.86 and extend in a northerly and easterly direction for a distance of 8300 feet more or less, and for aid.

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Plans in Book 10, Pages 110-114 Incl.



northerly and easterly direction for a distance of 8300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of September, A. D. 1936, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Granby Road, so called, and begins at the easterly end of the location laid out by the County Commissioners in 1934 and extends thence in a general northeasterly direction about one mile, as hereinafter described, to a point about 70 feet distant northeasterly of Grattan Street, so called.

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in July, 1934, and begins at a point marking the easterly end of the base line of the aforesaid 1934 layout, said point of beginning being shown on plan as station 32+70.86 and extends thence north 2° 22' 05" west 1348.07 feet, thence north 6° 48' 45" east 351.91 feet, thence north 2° 00' 45" east 515.16 feet, thence north 14° 17' 15" east 502.79 feet, thence by a curve to the right of 481.31 feet radius 290.82 feet, thence north 48° 54' 25" east 1158.13 feet thence by a curve to the right of 822.85 feet radius 257.87 feet, thence north 66° 51' 45" east 362.23 feet, thence north 46° 09' 15" east 845.37 feet to a point at the end of the layout in the present roadway about 70 feet distant northeasterly of Grattan Street as aforesaid, said point of ending being shown on plan as station 89+03.21.

The northwesterly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1934 layout bearing south 87° 37' 55" west and 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 32+70.86 and extends thence north 2° 22' 05" west 229.17 feet to a point bearing south 87° 42' 32" west and 25.00 feet distant from station 35+00, thence north 2° 12' 52" west 1120.70 feet to a point bearing north 87° 42' 04" west and 22.07 feet distant from station 46+18.93, thence north 6° 48' 45" east 316.87 feet to a point bearing north 85° 35' 15" west and 22.02 feet distant from station 49+34.99, thence north 2° 00' 45" east 552.65 feet to a point bearing north 81° 51' 00" west and 25.14 feet distant from station 54+86.00, thence north 14° 17' 15" east 663.27 feet to a point bearing north 58° 24' 10" west and 49.02 feet distant from station 61+34.20, thence north 48° 54' 25" east 1449.87 feet to a point bearing north 32° 06' 55" west and 35.52 feet distant from station 75+66.67, thence north 66° 51' 45" east 491.61 feet to a point bearing north 33° 29' 30" west and 25.41 feet distant from station 80+57.84, thence parallel to the above-described



base line and 25.00 feet distant therefrom to a point at the end of the layout, bearing north 43° 40' 33" west and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 89+03.21.

The southeasterly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1934 layout, bearing north 87° 37' 55" east and 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 32+70.86 and extends thence north 2° 22' 05" west 229.11 feet to a point bearing north 87° 42' 32" east and 25.00 feet distant from station 35+00, thence north 2° 12' 52" west 1116.68 feet to a point bearing south 87° 42' 04" east and 28.09 feet distant from station 46+18.93, thence north 6° 48' 45" east 315.02 feet to a point bearing south 85° 35' 15" east and 28.03 feet distant from station 49+34.99, thence north 2° 00' 45" east 549.37 feet to a point bearing south 81° 51' 00" east and 25.14 feet distant from station 54+86.00, thence north 14° 17' 15" east 486.48 feet to a point bearing south 47° 08' 11" east and 28.47 feet distant from station 59+88.79, thence by a curve to the right of 500.00 feet radius 302.11 feet to a point bearing south 69° 40' 09" east and 28.47 feet distant from station 62+79.61, thence north 48° 54' 25" east 1191.57 feet to a point bearing south 37° 43' 04" east and 23.61 feet distant from station 74+86.22, thence by a curve to the right of 500.00 feet radius 156.69 feet to a point bearing south 26° 30' 46" east and 23.61 feet distant from station 76+47.13, thence north 66° 51' 45" east 413.86 feet to a point bearing south 33° 29' 30" east and 25.41 feet distant from station 80+57.84, thence parallel to the above-described base line and 25.00 feet distant therefrom to a point at the end of the layout, bearing south 43° 40' 33" east and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 89+03.21.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by ANTON RYS, located on the southeasterly side of Granby Road, so called, between stations 59+89+ and 62+94+, bounded as follows: southeasterly by other land of said Rys about 287 feet and westerly and northwesterly by Granby Road about 397 feet; containing about 3000 square feet.

Parcel No. 2. A parcel of land supposed to be owned by ERNEST J. DEBIER, located on the southeasterly side of Granby Road, so called, between stations 74+86.22 and 76+47.13, bounded as follows: southeasterly by other land of said Debier 156.69 feet and northwesterly by Granby Road 157.98 feet; containing about 325 square feet.



The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the City of Chicopee - Hampden County - Laid out by the County Commissioners  
Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

TO:-

Anton Rys. . . . .	\$ 1.00
Ernest J. Debier . . . . .	1.00

The work to be done is as follows: The sub-base where required shall consist of gravel as specified. The base course for the bituminous macadam surface or the Penolithic wearing surface shall consist of broken stone bound with sand as specified. The thickness of the base course after rolling shall be three and one-half (3-1/2) inches. Bituminous macadam surface course shall be constructed as specified. The thickness of the surface course after rolling shall be two and one-half (2-1/2) inches. The bituminous material shall consist of asphalt and the first application shall be at the rate of two (2) gallons per square yard of surface. Penolithic wearing surface shall be constructed in accordance with the requirements of Addendum 2-24 and shall be two (2) inches thick after rolling. Bounds to be delivered and set shall be of reinforced concrete and they shall conform to the requirements except that the drill hole and plug shall be omitted. Catch Basins, Manholes - the materials to be furnished and the work to be performed under these items shall conform to the requirements except that the catch basin and manhole casting shall be furnished as specified. Cable Guard Rail - the material to be furnished and the work to be done shall conform to the requirements except that the concrete posts shall be furnished as specified. Sodding - where directed the surface of slopes, shoulders and grass plots as shown on the plans shall be covered with grass sod placed on a layer of loam. The combined thickness of sod and loam when laid shall be not less than six (6) inches. Grass sod shall be firm and of satisfactory quality. Loam shall conform to specifications. Concrete Guard Posts - this item shall consist of furnishing and setting concrete guard posts as markers at culvert ends or in place of short sections of guard railing, as indicated on the plans and detail sheets and as directed. The posts shall be set apart five (5) feet on centers, except when otherwise directed.



The work is to begin at about Station 39+00 and extend thence on said Granby Road in a general northerly direction for a distance of about 5000 feet to about Station 89+00 about 100 feet north of Grattan Street.

The aforesaid work and all other work required to be done in the contract, on file with this case, shall be done as directed by the Engineer and in accordance with the Special Provisions for constructing two sections of highway in the City of Chicopee (Montgomery Street and Granby Road) and in accordance with the Standard Specifications for Highways and Bridges revised September 1, 1934 - Department of Public Works.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIVE THOUSAND SIX HUNDRED AND TWENTY-FIVE DOLLARS (\$5,625.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Thos. J. Costello )County  
Maurice G. Donahue )Commissioners  
Francis M. O'Keefe )of the County  
Associate Commissioner.

#### COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 28, 1936

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.

#### TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Park St. Palmer to Palmer- Ware State Highway and known as Thorndike Street, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Park St., Palmer and extend in a Northerly direction for a distance of 6000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Fifteenth day of August 1936.

Ludwik Marhelewicz  
Harrison W. Thompson  
William F. Griswold

Selectmen of the Town of Palmer

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Thorndike Street, the work to begin at Park St., Palmer and extend in a northerly direction for a distance of 6000 feet more or less, and for aid.



The foregoing petition was entered on the 21st day of August 1936, and due proceedings having been had thereon, on the 2nd day of December, said Commissioners file the following Final Decree, to wit:

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1936

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike Street, the work to begin at Park Street, Palmer and extend in a northerly direction for a distance of 6000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirtieth day of September, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair, treat with bituminous material and otherwise improve about 6,850 feet of road in Palmer, leading from Ware, and being known as Thorndike Street; the work to begin at the section of said road improved in 1934, station 34+50, and extend in a southerly direction to station 103; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
                          ) of the County  
                          ) Of Hampden.

Holland, Selectmen of, Petrs. for relocation, alterations and specific repairs on Mashapaugh Road, the work to begin at the Holland-Union Line, station 260+75 +18 and extend in a northerly direction for a distance of 2000 feet more or less, and for aid.

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Plans in Book 10,  
Pages 121-123 Incl.

August 29, 1936

To the County Commissioners of the County of Hampden.  
RESPECTFULLY represent the undersigned Selectmen of the Town of Holland,  
in said County that common convenience and necessity require that the  
highway leading from Holland to Union, Connecticut, and known as the  
Mashapaugh Road, be relocated, that alterations be made in its course  
and width, and that said road be specifically repaired by grading,  
re-surfacing and hardening and otherwise repaired as may be necessary,  
the work to begin at the Holland-Union line, station 260+75+18 and  
extend in a northerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board, after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said



repairs together with an appropriation from the State and Town.

Dated this Twenty ninth day of August, 1936.

Walter F. Cummings

SELECTMEN

E. M. Hall

OF

Lewis F. Blodgett

HOLLAND

The foregoing petition was entered on the 31st day of August 1936, and due proceedings having been had thereon, on the 11th day of December 1936, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 9, 1936

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaugh Road, the work to begin at the Holland-Union Line, station 260+75+18 and extend in a northerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the thirtieth day of September, A. D. 1936, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on Mashapaugh Road, so called, and begins about one-half a mile northerly of the Union, Connecticut, town line, and extends thence southerly to said town line; being more fully described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works, and begins at a point shown on plan as station 235+20.63, and extends thence southeasterly by a curve to the right of 1000.00 feet radius 210.07 feet; thence south 27° 01' 15" east 478.26 feet; thence by a curve to the right of 1400.00 feet radius 379.69 feet; thence south 11° 28' 55" east 743.06 feet; thence by a curve to the right of 3000.00 feet radius 262.89 feet; thence by another curve to the right of 1393.53 feet radius 429.68 feet; thence south 11° 12' 20" west 50.89 feet to a point at the end of the layout, on the aforesaid Union, Connecticut, town line, said point being shown on plan as station 260+75.17.

The easterly location line begins at a point bearing north 50° 56' 35" east and 30.00 feet distant from the point of beginning of the above described base line shown on plan as station 235+20.63, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, on the aforesaid Union, Connecticut, town line, bearing south 18° 45' 12" east and 60.07 feet distant from station 260+24.28.



The westerly location line begins at a point bearing south 50° 56' 35" west and 30.00 feet distant from the point of beginning of the above described base line shown on plan as station 235+20.63, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, on the aforesaid Union, Connecticut, town line, bearing north 76° 58' 27" west and 30.02 feet distant from the point of ending of said base line shown on plan as station 260+75.17.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel No. 1. A parcel of land supposed to be owned by OSBORNE B. TABOR, located on the southwesterly side of Mashapaug Road, so called, between stations 235+20.63 and station 244+02<sub>+</sub>, bounded as follows: southwesterly by remaining land of said Tabor about 858 feet; northwesterly also by remaining land of said Tabor about 42 feet; northeasterly by Mashapaug Road about 890 feet; and southerly by land now or formerly of Thomas F. Riley about 23 feet; containing about 12,035 square feet.

Parcel No. 2. A parcel of land supposed to be owned by OSBORNE B. TABOR, located on the northeasterly side of Mashapaug Road, so called, between station 236+67<sub>+</sub> and station 242+76<sub>+</sub>, bounded as follows: northeasterly by remaining land of said Tabor about 613 feet; and southwesterly by Mashapaug Road about 636 feet; containing about 1,810 square feet.

Parcel No. 3. A parcel of land supposed to be owned by Thomas F. Riley, located on the westerly side of Mashapaug Road, so called, between station 243+90<sub>+</sub> and station 245+56<sub>+</sub>, bounded as follows: westerly by remaining land of said Riley about 164 feet; northerly by land now or formerly of Osborne B. Tabor about 23 feet; and easterly by Mashapaug Road, about 157 feet; containing about 2,490 square feet.

Parcel No. 4. A parcel of land supposed to be owned by ALBA W. SANDS, located on the easterly side of Mashapaug Road, so called, between station 244+75<sub>+</sub> and station 246+90<sub>+</sub>, bounded as follows: easterly by remaining land of said Sands about 108 feet; southeasterly by a road separating the property of Quinebaug Forestry from that of said Sands about 126 feet; westerly by remaining land of Sands about 18 feet; and also westerly, but more so, by Mashapaug Road, about 208 feet; containing about 3,925 square feet.

Parcel No. 5. A parcel of land supposed to be owned by Quinebaug Forestry, comprising a portion of a "cut-off" or new location for Mashapaug Road, so called, between station 246+44<sub>+</sub> and station 248+0<sub>+</sub>; bounded as follows: easterly by remaining land of Quinebaug Forestry about 156 feet; southerly by land now or formerly of Charles O. Cozzens about 60 feet; westerly by remaining land of said Quinebaug Forestry about 42 feet; and northwesterly by a road separating the property of



Alba W. Sands from that of the said Quinebaug Forestry about 128 feet; containing about 5,940 square feet.

Parcel No. 6. A parcel of land supposed to be owned by CHARLES O. COZZENS, comprising a portion of a "cut-off" or new location for Mashapaug Road, so called, between station 248+0+ and station 250+51+, bounded as follows: easterly by remaining land of said Cozzens about 251 feet; southerly by land now or formerly of Alba W. Sands about 65 feet; westerly by remaining land of said Cozzens about 225 feet; and northerly by land now or formerly of Quinebaug Forestry about 60 feet; containing about 14,280 square feet.

Parcel No. 7. A parcel of land supposed to be owned by ALBA W. SANDS, located on the easterly side of Mashapaug Road, so called, between station 250+25+ and station 260+75.17, bounded as follows: easterly by remaining land of said Sands about 1,038 feet; southerly by land of said Sands in the town of Union, Connecticut, about 3 feet; westerly by Mashapaug Road about 1,209 feet; again westerly by remaining land of said Sands about 44 feet; and northerly by land now or formerly of Charles O. Cozzens about 65 feet; containing about 26,985 square feet.

Parcel No. 8. A parcel of land supposed to be owned by THOMAS F. RILEY, located on the westerly side of Mashapaug Road, so called, between station 253+94+ and station 254+94+, bounded as follows: westerly by remaining land of said Riley about 100 feet; and easterly by Mashapaug Road about 100 feet; containing about 245 square feet.

Parcel No. 9. A parcel of land supposed to be owned by THOMAS F. RILEY, located on the westerly side of Mashapaug Road, so called, between station 256+87+ and station 260+75+, bounded as follows: westerly by remaining land of said Riley about 381 feet; easterly by Mashapaug Road about 385 feet; and southerly by land of said Riley in the town of Union, Connecticut, about 14 feet; containing about 3,315 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - Plan of Road - in the Town of HOLLAND - Hampden County - As Laid Out By The County Commissioners -  
Hor. Scale: 40 Feet to the inch.

Ver. Scale: 8 Feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of April next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:



TO:-

Osborne B. Tabor. . . . .	\$ 1.00
Osborne B. Tabor. . . . .	1.00
Thomas F. Riley . . . . .	1.00
Alba W. Sands . . . . .	1.00
Quinebaug Forestry. . . . .	1.00
Charles O. Cozzens. . . . .	1.00
Alba W. Sands . . . . .	1.00
Thomas F. Riley . . . . .	1.00
Thomas F. Riley . . . . .	1.00

The work to be done is as follows: to grade, surface with gravel mixed in place with tar and otherwise improve about 1,575 feet of road in Holland, leading from the Connecticut Line, and being known as Mashapaug Road; the work to begin at the Connecticut Line, station 260+75.18, and extend in a northerly direction to station 245; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed TWO THOUSAND FOUR HUNDRED DOLLARS (\$2,400.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello )  
County  
Charles W. Bray ) Commissioners  
of the County  
Maurice G. Donahue ) of Hampden.

## COUNTY COMMISSIONERS' MEETING

Hampden, ss:

December 11, 1936

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on Center Street beginning at J. Machado's house and extending in a southeasterly direction for a distance of 15,840 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of sLudlow in said County, that common convenience and necessity requires that the highway leading from .... J. Machado's house to Intersection of Chapin St and known as "Center Street" be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at J. Machado's house and extend in a Southeasterly direction for a distance of 15,840 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs to the amount of \$1000.00, together with an appropriation from the State of \$1000.00 and from the Town of Ludlow of \$500.00.



Dated this twenty-third day of September 1936.

Raymond L. Warren

Robert M. Mackintosh

Selectmen of the Town of Ludlow.

The foregoing petition was entered on the 24th day of September 1936, and due proceedings having been had thereon, on the 9th day of December 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 9, 1936

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Center Street beginning at J. Machado's house and extending in a southeasterly direction for a distance of 15,840 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourteenth day of October, A. D. 1936, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 3,500 feet of road in Ludlow, leading to Belchertown, and being known as Belchertown Road (Route #21), also Center Street; the work to begin at the end of the section of said road recently improved, station 169+0+, and extend in a southerly direction to station 204; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Russell, Mass. October 26th, 1936.

Hon. Board of County Commissioners,  
County of Hampden,  
Springfield, Mass.

Gentlemen: Attention: Mr. Thomas J. Costello, Chairman

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that specific repairs be made on the highway, known as the Blandford Stage Road, (leading from the State Highway in Russell to Blandford Town Line) such repairs to be temporary repairs on said highway for a distance of approximately 100 feet due to undermining

Russell, Selectmen of the Town of, Petrs. for specific repairs on Blandford Stage Road, approximately 100 feet, due to undermining of road by flood waters, and for aid.



of road by flood waters.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs (to the amount of \$125) together with a like appropriation from the town of Russell.

Dated this 26th day of October, 1936.

A. H. Moltenbrey

E. D. Parks

Board of Selectmen  
Town of Russell.

The foregoing petition was entered on the 29th day of October 1936, and due proceedings having been had thereon, on the 25th day of November, 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 25, 1936

On the petition of the Selectmen of the Town of Russell for specific repairs on Blandford Stage Road, approximately 100 feet, due to undermining of road by flood waters, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of November, A. D. 1936, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following temporary repairs to be made in Russell at the washout on the Stage Road - Russell to Blandford - near the home of Frank Hathaway, for a distance of approximately one hundred (100) feet; to set heavy wooden posts on the brook side of the road about six feet apart, with plank railing, - the roadbed to be raised on the north side next to the rail with good gravel; to clean the ditch on the south side of the road so as to have eighteen to twenty feet of road surface at this point; the material can all be used when permanent repairs are made.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE HUNDRED AND TWENTY-FIVE DOLLARS (\$125.) towards the repairing of this washout.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from North Wilbraham to Hampden and known as Glendale Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station No. 218 to station 109 and extend in a Southerly direction for a distance of 900' (nine hundred) feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-seventh day of October 1936.

George E. Murphy, Jr.

Wm. H. McGuire

Fred W. Green

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 2nd day of November 1936, and due proceedings having been had thereon, on the 20th day of November 1936, said Commissioners file the following Final Decree, to wit:

# COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 20, 1936

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Glendale Road, the work to begin at Station No. 218 and extend in a southerly direction for a distance of 900 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twentieth day of November, A. D. 1936, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,000 feet of road in Wilbraham, leading to Hampden, and being known as Glendale Road; the work to begin at the end of the section of said road improved in 1935, station 19+218+58, and extend in an easterly direction to station 208+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND EIGHT HUNDRED AND SEVENTY-FIVE DOLLARS (\$1,875.) towards the repairing of this highway.

Wilbraham, Selectmen of the Town of Wilbraham, for specific repairs on Glendale Road, the work to begin at station No. 218 and extend in a southerly direction for a distance of 900 feet more or less, and for aid.



Oct. Meeting 1936

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Orders

October 7, 1936

Ordered, County Treasurer authorized and directed to pay \$274.63 to the Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073, Case No. 64-1935.

Pension System

October 8, 1936

Certificate to establish contributory Pension system Hampden County.

Order

October 14, 1936

Ordered, County Treasurer authorized and directed to pay \$224.22 to Town of Palmer on acct. of County's proportion of cost of work done on Bondsville Road. Agreement No. 5073, Case No. 64-1935.

Released from Training School, on parole.

October 28, 1936

Howard Pierce, released from Hampden County Training School on parole.

Order to arrest

Order to arrest Thomas J. Keyes of Springfield, holder of a release on parole.

Report of inspection of Jail and House of Correction

Report of inspection of Jail and House of Correction by County Commissioners in accordance with G.L. Chapter 126 Section 1.

Order

November 18, 1936

Ordered, that the sum of \$900.00 be paid from County Treasury to Town of Agawam for work done on Shoemaker Lane and South Street.

Released from Training School, on parole

Released from Hampden County Training School on Parole, Walter Watson.

December 2, 1936

Released from Hampden County Training School on Parole, Joseph Kapinos.

Acceptance of Work Done

Acceptance of work done on Suffield Street, Agawam, under agreement No. 4925 in 1935, Case No. 70. No further payment is due the Town of Agawam.

John J. Murphy  
of Holyoke  
elected  
County Treasurer

The copies of the records of votes for County Treasurer having been examined and counted, it appears that John J. Murphy of Holyoke has Sixty-Nine Thousand Six Hundred Ninety-One votes and Philip Valmore Erard of Springfield has Sixty-Three Thousand and Two votes. Blank votes, Two Thousand Three Hundred Twenty-Five. The said John J. Murphy of Holyoke, having the highest number of votes, is declared to be elected.

Order to Transfer

December 9, 1936

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, December 9, 1936

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount



authorized by law for Repairing, Furnishing, and Improving County Buildings in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Three thousand seven hundred ninety three dollars and eighty-three cents (\$3,793.83) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Dec. 11, 1936  
Theodore N. Waddell  
Director of Accounts

Thos. J. Costello }  
Chas. W. Bray } County  
Maurice G. Donahue } Commissioners.

December 9, 1936

Ordered, County Treasurer authorized and directed to pay \$650.00 to Town of Chester on account of County's proportion of cost of work done on East River Road.

Orders

Ordered, County Treasurer authorized and directed to pay \$987.20 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$400. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay \$1500. to Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road.

Ordered, that the sum of \$750. be paid from County Treasury to City of Westfield for work done on College Highway, Route #10, Westfield to Southampton.

December 16, 1936

Released from Hampden County Training School on Parole, Edward Kruzel.

Released from Training School on Parole

Ordered, County Treasurer authorized and directed to pay sum of \$1,819.70 to the City of Chicopee on acct. of County's proportion of cost of work done on Montgomery Street and Granby Road.

Orders

Ordered, that the sum of \$1,125. be paid from County Treasury to the Town of East Longmeadow, for work done on Hampden Road, Somers Road, Shaker Road and Maple Street.

Ordered, that the sum of \$750. be paid from County Treasury to Town of Hampden for work done on East Longmeadow Road.

Ordered, County Treasurer authorized and directed to pay \$900. to the Town of Hampden on acct. of County's proportion of cost of work done on North Monson Road.

Ordered, County Treasurer authorized and directed to pay sum of \$515.23 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.



Oct. Meeting 1936

Orders

December 16, 1936

Ordered, County Treasurer authorized and directed to pay sum of \$2,361.71 to Town of Longmeadow on acct. of County's proportion of cost of work done on Maple and Hazardville Roads.

Ordered, that the sum of \$2,625. be paid from County Treasury to the Town of Ludlow for work done on Miller Street.

Ordered, County Treasurer authorized and directed to pay \$317.06 to Town of Ludlow on acct. of County's proportion of cost of work done on Belchertown Road (also known as Center Street).

Ordered, County Treasurer authorized and directed to pay \$640.28 to Town of Palmer on acct. of County's proportion of cost of work done on Three Rivers Road.

Ordered, that the sum of \$2,250. be paid from County Treasury to Town of Southwick for work done on South Longyard Road.

Ordered, County Treasurer authorized and directed to pay \$820.08 to Town of Wilbraham on acct. of County's proportion of cost of work done on Glendale Road.

Damages Done  
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 17, 1936

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

\_\_\_\_\_  
CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-second day of said month, and on the twenty-third and by adjournment on the thirteenth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Six.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

And by adjournment on the sixth day of January and from time to time to the seventh day of April, in the year of our Lord one thousand nine hundred and thirty-seven.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Maurice G. Donahue, Esquire	

Charles W. Bray of Chicopee, and Maurice G. Donahue of Holyoke, having been declared by the Board of Examiners elected County Commissioners for the term of four years, and having been duly sworn, appears on said sixth day of January, and the Board, consisting of Thomas J. Costello, Charles W. Bray and Maurice G. Donahue, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, of which Thomas J. Costello, Esquire, has two, and is chosen chairman of the Board for the year ensuing.

The following case was dismissed without prejudice. (Case No. 75.)  
To the County Commissioners of the County of Hampden:  
We, the undersigned Selectmen of the Town of Palmer, and the undersigned Road Commissioners of the Town of Monson, hereby certify and represent that public necessity and common convenience does not require the continuance of a certain highway in said Towns of Palmer and Monson, known as Tennyville Bridge and approaches thereto and described as follows:

Beginning at the southerly side of the Quaboag River in the Town of Monson, thence crossing said Quaboag River Northerly to the intersection of the highway with the old Boston Road in said Town of Palmer.

WHEREFORE your petitioners pray that after due proceedings had in the premises your Honorable Board will determine that common convenience and necessity require that said highway lying between the points above described shall be discontinued and will make such orders and decrees as may be proper in the premises.

Palmer, Selectmen of, and Road Commissioners of Monson, Petrs. for discontinuance of highway in the Towns of Palmer and Monson, known as Tennyville Bridge and approaches thereto, beginning at the southerly side of Quaboag River in the Town of Monson, crossing said Quaboag River northerly to intersection of highway with the old Boston Road in the Town of Palmer.



Dated this fifteenth day of July, 1936.

Ludwik Marhelewicz

Harrison W. Thompson

William F. Griswold

Selectmen  
of  
Palmer

....

James F. Donahue

Adolph Jurczyk

Alfred W. Borgeson

Road Commissioners  
of  
Monson

The foregoing petition was entered on the 4th day of September 1936, and due proceedings having been had thereon, on the 30th day of December 1936, said Commissioners file the following Decree Dismissing Petition Without Prejudice, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 30, 1936

In the matter of the petition of the Selectmen of Palmer and the Road Commissioners of Monson for discontinuance of highway in the Towns of Palmer and Monson, known as Tennyville Bridge and approaches thereto, beginning at the southerly side of Quaboag River in the Town of Monson, crossing said Quaboag River northerly to intersection of highway with the old Boston Road in the Town of Palmer.

After having heard evidence from various parties interested and it appearing that the petition was defective, it is hereby ORDERED, ADJUDGED and DECREED that this petition be dismissed without prejudice.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Hampden Brewing Company, Petr. for permission to extend two present culverts for a distance of approx. 57 feet northwesterly from said culverts under brook which is the outlet from their pond in order to construct a switchback from the spur track extending across the brook.

The County Commissioners  
Hampden County  
Massachusetts

November 5, 1935

Gentlemen:

Specifications Approved  
December 4, 1935

(Thos. J. Costello ) County  
(Chas. W. Bray ) Commiss-  
(Maurice G. Donahue ) ioners.

In order to provide for increased shipping and receiving requirements at our plant near the Willimansett Station in North Chicopee, Massachusetts, it has become necessary that we extend our present side track from the Boston and Maine Railroad in such manner that we may construct a switchback into our yard substantially as shown on blue print 421 of the Boston and Maine Railroad submitted herewith.

This spur track must extend across the brook which is the outlet from our pond shown on this blue print. This brook now flows through two concrete box culverts each 6 feet by 10 feet under an earth fill, and located about two hundred feet below our spillway. To accomodate this spur track, it is desirable that we extend these culverts and fill north westerly and towards the Connecticut River, a distance of approximately 57 lineal feet. The drainage area of the water shed at our plant has been calibrated by Mr. James Tighe, Hydraulic Engineer for your Commission as four and one half square miles.



We respectfully petition your Commission that you permit us to extend the two present culverts for a distance of approximately fifty-seven feet (57 feet) north westerly from said culverts, using for this extention, and taking the discharge from our pond, through two "Massey Railroad Culvert Pipes" of reinforced concrete, eliptical in form, 89 inches high and 84 inches wide with a combined area of eighty two and seven tenths (82.7) square feet.

Respectfully yours  
HAMPDEN BREWING COMPANY  
E. J. Glynn  
Treasurer

EJG:jw

Specifications incorporated in Petition.  
The foregoing petition was entered on the 6th day of November 1936, and due proceedings having been had thereon, the following Report of Engineer was filed on November 19, 1935; Interlocutory Decree was filed on December 4, 1935; Final Report of Engineer was filed on February 2, 1937; Final Decree was filed on February 17, 1937, to wit:

REPORT OF ENGINEER

November 18, 1935

The Hon. The Board of County Commissioners  
Hampden County, Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

In regard to the petition, dated Nov. 5th, 1935, presented to the Board by the Hampden Brewery Co., Willimansett, Chicopee, for permission to extend downstream the two culverts laid side by side, through which the Willimansett brook flows, I beg to submit the following:

Willimansett brook rises in the Chicopee plains, about a mile southeast of Fairview and flows southwest about 3 miles to the Connecticut river, which it enters at Willimansett, a short distance upstream from the Willimansett Bridge.

Its watershed is about 4-1/2 square miles from which the run-off is rather constant owing to the sandy character of the shed. There are three ponds on the brook, known as the Langewald pond, the Holyoke Ice Co. pond and the Hampden Brewery Co. pond. The latter is located adjacent to the Hampden Brewery Co. plant, and is the nearest of the three ponds to the Connecticut river, being approximately only 350 feet therefrom, measuring along the bed of the brook.

From a point 170 feet or thereabouts downstream from the pond, or practically half way between the pond and the river, and also on the property of the Hampden Brewery Co., the two culverts under consideration are laid. They are each about 90 feet in length and covered with earth-fill over which there is a travelled way.

For the purpose of extending a spur or side track from the Boston & Main R. R. across the brook to the Hampden Brewery Co. plant, it is proposed to extend the two culverts and earth-fill downstream.



a distance of approximately 57 feet, or to a point within about 30 feet of the river.

The two culverts are built of concrete and are of the box type. According to actual measurements taken, they are each 9 feet in height and slightly over 5 feet in width, instead of 10 feet in height and 6 feet in width, as stated in the petition.

The extensions to the culverts are to be made with "Massey Railroad Culvert Pipes" of reinforced concrete elliptical in form, 89 inches in height and 84 inches in width. The combined discharging capacity of these pipes, while somewhat less than the present culverts will be nevertheless, ample to discharge all brook flows, except in times of back water in the brook, caused by high water in the river.

In such times the discharge or flow through the extended culverts would depend as now on the height of the back water which, in extreme cases, experience has shown to reach a plane higher than the top of the present culverts, thus causing surcharge and reversal flow.

Inasmuch, as it appears, that the proposed work is not going to cause any damage to property abutting that of the Hampden Brewery Co., and, assuming that the work will be properly done in accordance with the plan and specifications filed, I recommend that the petition be granted.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 4, 1935

In the matter of the petition of Hampden Brewing Company of Willimansett, Massachusetts, for permission to extend two present culverts for a distance of approximately fifty-seven (57) feet north-westerly from said culverts, using for this extension, and taking the discharge from the pond of the Hampden Brewing Company, through, two (2) "Massey Railroad Culvert Pipes" of reinforced concrete, elliptical in form, approximately eighty-nine (89) inches in height and eighty-four (84) inches in width with a combined area of eighty-two and seven tenths (82.7) square feet; a plan and specifications as incorporated in the petition of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe, Engineer, having reported in writing which report is on file with the case, the Commissioners do hereby approve said plan and specifications as incorporated in the petition in accordance with the report of said James L. Tighe, Engineer, and authorize the petitioner to proceed with the work in accordance with the plan and specifications.

Thos. J. Costello )  
Chas. W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden



FINAL REPORT OF ENGINEER

February 1, 1937

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman.

Dear Sir:

I recommend for your acceptance the extension downstream of the two culverts on the Willimansett Brook, so called, at the Hampden Brewery Co. plant in Willimansett, Chicopee.

This extension has been made in accordance with the plan and specifications filed by the Hampden Brewery Co.; said plan and specifications being approved on December 4, 1935 by the County. The work was completed in the early part of 1936, its purpose being to enable the laying of a spur or side track from the Boston and Maine R. R. across the brook to the Hampden Brewery Co. plant.

Respectfully submitted,

James L. Tighe

FINAL DECREE

November 5, 1935

The County Commissioners  
Hampden County  
Massachusetts

Gentlemen:

In order to provide for increased shipping and receiving requirements at our plant near the Willimansett Station in North Chicopee, Massachusetts, it has become necessary that we extend our present side track from the Boston and Maine Railroad in such manner that we may construct a switchback into our yard substantially as shown on blue print 421 of the Boston and Maine Railroad submitted herewith.

This spur track must extend across the brook which is the outlet from our pond shown on this blue print. This brook now flows through two concrete box culverts each 6 feet by 10 feet under an earth fill, and located about two hundred feet below our spillway. To accommodate this spur track, it is desirable that we extend these culverts and fill north westerly and towards the Connecticut River, a distance of approximately 57 lineal feet. The drainage area of the water shed at our plant has been calibrated by Mr. James Tighe, Hydraulic Engineer for your Commission as four and one half square miles.

We respectfully petition your Commission that you permit us to extend the two present culverts for a distance of approximately fifty-seven feet (57 feet) north westerly from said culverts, using for this extension, and taking the discharge from our pond, through, two "Massey Railroad Culvert Pipes" of reinforced concrete, elliptical in form, 89 inches high and 84 inches wide with a combined area of eighty two and seven tenths (82.7) square feet.

Respectfully yours

HAMPDEN BREWING COMPANY

E. J. Glynn

Treasurer

EJG:jw



Petition in this case was entered on the sixth day of November in the year of our Lord One Thousand Nine Hundred and Thirty-Five, when the said petitioner filed plan and specifications for permission to extend the two present culverts for a distance of approximately 57 feet north-westerly from said culverts under brook which is the outlet from their pond in order to construct a switchback from the spur track extending across the brook, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated November 18, 1935 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on December 4, 1935.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on the extension of the two culverts. The Engineer has made a final report in writing to the Board of County Commissioners dated February 1, 1937 which is on file with this case, and it appearing that said plan and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

February 17, 1937

Thos. J. Costello )  
                              :County  
Charles W. Bray     )Commissioners  
                              :of the County  
Margaret V. Donahue)of Hampden.

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, the work to begin at Brimfield-Holland Line and extend in a southerly direction for a distance of 15600 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Union Ct. and known as Mashapaug Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1936 work to begin at Brimfield-Holland Line and extend in a Southerly direction for a distance of 15600 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16 day of May 1936.

Walter F. Cummings

Edward M. Hall

Lewis F. Blodgett

Selectmen of the Town of Holland.

The foregoing petition was entered on the 22nd day of June 1936, and due proceedings having been had thereon, on the 22nd day of December 1936, said Commissioners file the following Final Decree, to wit:



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 22, 1936

On the petitions of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, the work to begin at Brimfield-Holland Line and extend in a southerly direction for a distance of 15600 feet more or less, and for aid; and, for specific repairs on Pond Bridge Road, beginning at intersection of Brimfield Road and extending in an easterly direction for a distance of 5400 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 52 and No. 81, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view said highway (petition No. 52) and hear all parties interested, and, did on the twenty-second day of December, A. D. 1936, hear all parties interested under petition No. 81, and on both petitions did adjudge that specific repairs should be made. At the time of said view and hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to maintain, treat with bituminous material and otherwise improve about 25,600 feet of roads in Holland, leading to adjoining towns, and being known as Pond Bridge and Brimfield Roads (Brimfield Road also known as Mashapaug Road); the work to be done in two sections: Pond Bridge Road - 5,400 feet, Brimfield Road - 20,200 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE HUNDRED SEVENTY-FIVE DOLLARS (\$375.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

Hampden, ss

July 3, 1936.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN,

WEST SPRINGFIELD BOARD OF WATER COMMISSIONERS

Respectfully represent the Town of West Springfield, Massachusetts in said County and Commonwealth of Massachusetts, that it is the owner of certain tracts of land lying in West Springfield in said County, that on said property is a Dam and Reservoir of water commonly called Piper Reservoir; that your petitioner desires to raise the existing flow level upon said premises according to plans and speci-

West Springfield, Board of Water Commissioners, Petrs. for approval of plans and specifications to raise the existing flow level of Piper Reservoir Dam.

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Plans in Bk. 10  
Pages 88 & 89



fications annexed hereto and made a part hereof, and to continue to collect and impound water by means of same Dam.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

BOARD OF WATER COMMISSIONERS:

B. E. Fox

C. M. Bryan

W. Jameson

C:APM

The foregoing petition was entered on the 8th day of July 1936, and due proceedings having been had thereon, the following Specifications were approved on July 22, 1936; Report of Engineer was filed on July 22, 1936; Interlocutory Decree was filed on July 22, 1936; Final Report of Engineer was filed on February 2, 1937; and Final Decree was filed on February 17, 1937, to wit:

SPECIFICATIONS

WEST SPRINGFIELD WATER DEPARTMENT

July 3, 1936.

Specifications of conditions and work to be done in connection with raising the flow level of Piper Reservoir.

Piper Reservoir has an area of 4.09 acres, and a capacity of 13 million gallons, and the raising of the flow level 12" will increase the capacity 1,336,000 gallons. The Water Shed area of Piper Reservoir is 6/10 square mile.

On June 16, 1932 there was an unusual rainfall of 6.8 inches and Piper Reservoir over-flowed the Dam. At this time the flow level was 149.52' and the only over-flow method was a 12" cast iron and cement pipe in Gate House as shown on plans. Shortly after this near catastrophe the level was lowered to 148.52' and is still at this height.

During 1933, to provide additional safety there was constructed a Box Culvert 4' 6" x 1' 6" which has a capacity of 90 second foot, and an invert elevation of 149.67'. The top of Piper Road, which is the Dam, has an elevation of 151.69'.

The work to be done consists of constructing a cone shaped piece as shown on plans. This piece is to be 1/2" steel and painted with a coat of asphaltum. This will be placed in the bell of the 12" over-flow pipe in the Gate House.

July 22, 1926 - APPROVED

BOARD OF WATER COMMISSIONERS:

Thos. J. Costello

B. E. Fox

Chas. W. Bray

C. M. Bryan

Maurice G. Donahue

Wm. Jameson

County Commissioners of the  
County of Hampden.

C:APM



REPORT OF ENGINEER

July 21, 1936

The Hon. The Board of County Commissioners  
Hampden County, Springfield, Mass.

Thomas J. Costello, Chairman.

Dear Sir:

I have examined the plans and specifications filed for your approval on July 8, 1936 by the Board of Water Commissioners of West Springfield for the raising of the level of the Piper Reservoir one foot above its present level and report as follows:

The Piper Reservoir is located at the junction of the Piper and Amostown Roads in West Springfield. The dam, which forms the reservoir, is an earthen embankment about 335 feet in length 14 feet in height and 38 feet in width on top, over which the Piper Macadam Road is laid.

The reservoir formed by the dam covers about four acres, has a capacity around 13,000,000 gallons and a drainage area of half a square mile.

This drainage area, owing to the character of the ground being flat and porous, has a slow run-off which is desirable from a water supply standpoint.

To raise the level of the reservoir one foot as proposed, would increase its storage capacity about one and one-third million of gallons.

In the reservoir at a point near the upstream toe of the dam the gate house is located, from which a 16 inch cast iron supply pipe and a twelve inch cast iron waste or overflow pipe, are laid through the dam. The latter pipe extends vertically in the gate house and its open end establishes the flowline of the reservoir. The discharge end of this pipe is a short distance below the downstream toe of the dam. Outside of this twelve inch pipe the reservoir, although constructed in 1875, had no additional overflow until 1933. About ten years previous to this time the level of the reservoir was raised about 14 inches by extending the overflow pipe that distance.

In June 1932 an exceptionally heavy rainfall on the water shed caused a phenomenal flood flow which surcharged the pipe overflow, overflowed the reservoir, topped the dam and caused a washout in the Piper Road.

After the flood had subsided the overflow pipe was lowered and put back to its original height. Besides doing this, it was considered advisable to construct an additional overflow to the reservoir and in 1933 this was accordingly done.

This additional overflow, which, at its entrance is a little over a foot higher than the top of the overflow pipe in the gate house, is a composite conduit, part box culvert and part pipe. It is laid from the reservoir from a point near the southerly end of the dam, under the Piper Road surface and at right angles therewith, to a point in the stream-bed below the downstream toe of the dam. Its capacity



is sufficient to discharge four times the maximum quantity of water, per unit of time, that flowed over the top of the dam in the flood in June 1932.

Considering this discharging capacity, together with that of the twelve inch pipe, it appears the safety of the dam would not be endangered by flood water topping the structure, because of the raising of the flowline of the reservoir one foot.

I therefore recommend that the plans and specifications filed for the raising of the level of the Piper reservoir, so called, be approved. In so doing however, I would like you to draw the attention of the petitioner to the greater responsibility incurred, and to the constant inspection of the culvert overflow which will be required, in order that it may not become blocked by flotsam, ice jams, brush, or debris of any kind.

Respectfully submitted

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 22, 1936

In the matter of the petition of the Board of Water Commissioners of the Town of West Springfield for approval of plans and specifications to raise the existing flow level of Piper Reservoir Dam, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing, as his report is on file with the case, the Commissioners do hereby approve said plans and specifications. In so doing however, we want to draw the attention of the petitioner to the greater responsibility incurred, and to the constant inspection of the culvert overflow which will be required, in order that it may not become blocked by flotsam, ice jams, brush, or debris of any kind.

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County Commissioners of the County of Hampden.

FINAL REPORT OF ENGINEER

February 1, 1937

The Hon. The Board of County Commissioners  
of Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the raising, one foot in height, of the level of the overflow of the Piper water supply reservoir, located at the junction of the Piper and Amostown Roads in the Town of West Springfield. The work has been done in accordance with the plans and specifications therefor filed by the Board of Water Commissioners of



West Springfield and approved by the County on July 22, 1936.

Respectfully submitted

James L. Tighe

FINAL DECREE

Hampden, ss

July 3, 1936.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF  
HAMPDEN,

WEST SPRINGFIELD BOARD OF WATER COMMISSIONERS

Respectfully represent the Town of West Springfield, Massachusetts in said County and Commonwealth of Massachusetts, that it is the owner of certain tracts of land lying in West Springfield in said County, that on said property is a Dam and Reservoir of water commonly called Piper Reservoir; that your petitioner desires to raise the existing flow level upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound water by means of said Dam.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

BOARD OF WATER COMMISSIONERS:

B. E. Fox

C. M. Bryan

W. Jameson

C:APM

Petition in this case was entered on the eighth day of July in the year of our Lord One Thousand Nine Hundred and Thirty-Six, when the said petitioner filed certain plans and specifications for approval to raise the existing flow level of Piper Reservoir Dam in West Springfield, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated July 21, 1936 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on July 22, 1936.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The Engineer has made a final report in writing to the Board of County Commissioners dated February 1, 1937 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

February 17, 1937

Thos. J. Costello )  
Charles W. Bray )County  
Margaret V. Donahue )Commissioners  
of the County  
of Hampden.



Dec. Meeting 1936

S.C.S. Box Company,  
Inc., (F.H. Sherman)  
Petr. for approval of  
plan and specifica-  
tions for permanent  
repairs on dam in  
Palmer on land of the  
S.C.S. Box Company;  
with the right to make  
temporary repairs at  
the present time sub-  
ject to the approval  
of the County's  
Engineer.

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Plan in Book 10,  
Page 118.

Temporary Plan in  
Book 10, Page 119.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF  
HAMPDEN:

The undersigned herewith submits plan and specifications for  
permanent repairs on dam in Palmer on land of the S. C. S. Box  
Company and prays your Honorable Board to approve the same, with the  
right to make temporary repairs at the present time subject to the  
approval of the County's Engineer.

Dated this seventeenth day of November, 1936.

S. C. S. Box Co. Inc.  
F. H. Sherman

The foregoing petition was entered on the 17th day of November 1936,  
and due proceedings having been had thereon, the following Specifica-  
tions were filed on November 17, 1936; Report of Engineer was filed  
on November 24, 1936; Specifications for proposed temporary wood dam  
were filed on November 30, 1936; Report of Engineer was filed on  
December 1, 1936; Decree approving Plan and Specifications for  
Temporary Repairs was filed on December 2, 1936; Final Report of  
Engineer was filed on February 2, 1937; and Final Decree was filed  
on February 17, 1937, to wit:

#### S P E C I F I C A T I O N S

S. C. S. Box Co.  
Thorndike, Mass.

#### SPECIFICATIONS FOR DIKE AT UPPER DAM

THORNDIKE (PALMER), MASS.

#### WORK TO BE DONE

The work to be done consists of the reconstruction of a section  
of earth dike adjoining on the east the masonry spillway section of  
the upper dam of the S. C. S. Box Co., Thorndike (Palmer), Mass. All  
work shall be done in a thorough and workmanlike manner in accordance  
with plans and specifications herewith and to the satisfaction of the  
engineer. No payment shall be made for work done except such work as  
has been duly inspected and approved by the engineer.

#### ENGINEER'S ESTIMATE OF QUANTITIES

Item 1 - Clearing and Preparing the Site	Lump Sum.
Item 2 - Cut-off Trench Excavation	25 c.y.
Item 3 - Concrete Cut-off Walls	20 c.y.
Item 4 - Rip-rap Upstream Face	300 c.y.

#### ITEM 1 - CLEARING AND PREPARING THE SITE

The site shall be cleared of stumps, logs and all foreign mater-  
ial to the satisfaction of the engineer. All loose rock and stones  
shall be removed to the downstream toe where they may be incorporated  
in the structure. The existing earth foundation shall be scarified  
by plowing furrows about 1 ft. deep and 5 ft. on centers across the  
site, approximately parallel to the center line of construction, or  
such other method of scarifying to insure satisfactory bond between  
the foundation and the new work as may be satisfactory to the engineer.

#### ITEM 2 - CUT-OFF TRENCH EXCAVATION

A trench about 2 ft. wide and 3 ft. deep and with such increase



or variation as may be required by the engineer shall be excavated for the entire length of the new construction (about 100 ft.), approximately on the center line of construction as directed by the engineer. The material excavated from this trench may be used in the structure as directed by the engineer, and subject to his approval.

#### ITEM 3 - CONCRETE CUT-OFF WALLS

3.1 A concrete cut-off wall not less than 2 ft. in thickness and about 35 ft. in length shall be constructed across the washed section adjoining the masonry abutment wall of the weir section of the dam at approximately the center line of the reconstruction. This wall shall be poured into a trench from which all water has been removed, excavated to elevation 151 or lower to a solid, impervious stratus which has been inspected and approved by the engineer before the concrete is placed. The wall shall be carried up to elevation 387 as shown on plans herewith. The concrete used shall be of such design as to give a compressive strength of 2000 lbs. per sq. in. at the end of 28 days. Stones up to 15 in. maximum diameter may be used in this wall provided each is separately embedded in the concrete in such manner that no voids are created and no two stones are touching. All construction joints shall be thoroughly keyed together and tied across with steel dowels as directed by the engineer.

3.2 A concrete wall not less than 18 in. thick shall be constructed on the above mentioned bottom cut-off wall and shall extend vertically up the face of the masonry abutment wall mentioned above from elevation 357 to 368 and shall extend not less than 3 ft. out from said face of the abutment wall at any point. This wall shall be carefully keyed in to and attached to the masonry abutment wall and the cut-off wall in a manner approved by the engineer. Concrete used shall have a compressive strength of not less than 2000 lbs. per sq. in. after 28 days. All concrete shall be composed of aggregate approved by the engineer, and shall be mixed and placed to the satisfaction of the engineer.

#### ITEM 4 - GRAVEL FILL

4.1(a) The gravel fill shall be composed of selected materials approved by the engineer. The center third shall be puddled into place in such manner that all material in this section shall be deposited under water. The outer thirds will be kept sufficiently higher than the inner third to serve as dikes, and will be brought up in uniform level lifts not more than 1 ft. thick which shall be at no time more than 4 ft. higher than the top elevation of the material in the middle third. The compaction of the material in the outer thirds will be partially effected by the trucking, but this shall be supplemented by rolling with a heavy roller to the satisfaction of the engineer.

4.1 (b) Alternative Method. The fill may be placed dry using materials approved by the engineer in layers not more than 12. in. thick and compacted with a heavy sheep's foot roller or its equivalent after a thorough wetting down. The amount of water used and the com-



paction shall be as required by the engineer. The materials shall be placed to the lines and grades set by the engineer and no material placed outside these lines will be included in the payment quantity. Payment for this item will be based on the quantity of material as secured in place in the completed work.

4.2 Raising Existing Dike. At the completion of the work the existing dike shall be raised to elevation 300 (about 1 ft.) so that at completion there will be no part of the dike section lower than 1 ft. above the top of the existing masonry abutment wall on the east end of the weir section of the dam.

ITEM 5 - RIP-RAP UPSTREAM FACE

The entire upstream face of the new section shall be protected with rip-rap surfacing dumped in place not less than 18.in. in thickness. At least 50% of the stone placed shall weigh more than 50 lbs. and no stone shall be included weighing less than 10 lbs. or having a minimum thickness through any axis less than 4 in. All stone used shall be subject to the approval of the engineer and shall be hand placed after damping as necessary to insure the minimum thickness required and the filling of all large voids to the satisfaction of the engineer.

Payment for this item shall be based on the square yards placed within the lines established by the engineer.

ITEM 6 - GENERAL CLAUSES

6.01 The engineer's estimate of quantities is for the purpose of comparing bids and is not to be construed as a guarantee that these quantities will be required to complete the work. All work shall be done as hereinbefore required and payment shall be made on the basis of the unit price bid for each item and the amount of work completed.

6.02 The unit price bid covers the execution of the entire work including the supplying of all necessary materials and equipment and the furnishing of competent labor and supervision to secure a first class job in accordance with these specifications.

6.03 This contract, the specifications and plans herewith, may be changed as may be agreed in writing between the parties hereto in a manner not materially effecting the substance thereof nor materially changing the price to be paid, in order to carry out more fully and perfectly the work herein agreed to be done and performed.

6.04 The plans and specifications are intended to be explanatory of each other, but should any discrepancy appear or any misunderstanding arise as to the import of anything contained in either, the explanation of the engineer shall be final and binding to the contractor and all directions and explanations required, alluded to or necessary to complete any of the provisions of such specifications and give them due effect will be given by the engineer.

6.05 The engineer shall be given reasonable advance notice and suitable facilities for inspection before starting any new work or using any new materials. The contractor will not, however, be thereby



relieved of his obligation to supervise the work and to fulfill in every respect his contract. If the inspector should be absent or negligent or should consent to the allowance of inferior work, the contractor will not be thereby excused from repairing the work and removing faulty materials at his own cost.

6.06 The contractor shall maintain at all times a good and sufficient fence, railing or barrier around all exposed portions of the work in such manner as to prevent accident; and it shall also be the duty of said contractor to place upon such barriers at evening twilight on each day suitable and sufficient colored lights and to keep them burning during the night.

6.07 All lines and grades will be given by the engineer, but the contractor will provide such material and give such assistance therefor as may be required by the engineer and the marks so given shall be carefully preserved.

Nathaniel Clapp  
Civil Engineer,  
Palmer, Mass.

REPORT OF ENGINEER

November 23, 1936

The Hon. The Board of County Commissioners  
Hampden County, Court House  
Springfield, Massachusetts

Thomas J. Costello, Chairman,

Dear Sir:

As requested I have examined the plans and specifications filed for your approval on Nov. 17th inst. for the re-construction of the dike running easterly from the easterly stone masonry abutment of the Thorndike upper dam, so called, across the Ware river in the village of Thorndike (town of Palmer).

This upper dam is a concrete structure and was formerly owned by the Thorndike Co. for the development of water-power for operating the Thorndike textile mills. Some years ago the water-power was purchased by Colgan and Sherman Incorporated and is being operated by this corporation in connection with the S. C. S. Box factory, located about a quarter of a mile down stream from the dam.

Running easterly from the easterly stone masonry abutment of the dam, the natural ground for a distance of 140 feet or thereabouts, was, at the time the dam was built, about 7 feet lower, at its lowest point, than the crest of the dam and, to prevent the ponded water from flowing over the low ground, an earthen dike was constructed.

In the phenomenal flood which occurred on the 18th and 19th of March last, this dike was damaged by a washout. It was repaired temporarily at the time however, with planking, sand bags etc.

The plans and specifications now filed with the County for approval, are for a re-construction of that part of the dike damaged, and for the raising of the whole of the dike two feet higher than it had been before.

The plans show that the part to be constructed will be built of earth, 8 feet in width on top, having slopes, up and down stream, of



1 on 2, with the upstream slope rip-rapped with stone 18 inches in thickness. The material used in the fill will be selected gravel built around a fine puddle gravel core, extended into the natural ground to impervious material.

The plans also show that, where the dike adjoins the stone masonry dam abutment, it will have a concrete foundation core cut-off running out or back from the stone masonry abutment and extended into the ground to impervious strata.

From this concrete core cut-off another concrete cut-off will extend vertically against the stone masonry abutment to its top. This cut-off will be keyed to the abutment, will be 18 inches in thickness and will run out or back from the abutment about 3 feet.

While the plans and specifications, show that the re-constructed dike will be 2 feet higher than the old one, nevertheless, in view of the fact, that the high water in the pond in March last "topped" and flowed over the old one, it would seem that the proposed re-constructed dike should be built to a higher level than shown.

In order, therefore, to provide a higher factor of safety against flood flow I would advise that the plans and specifications be revised with this in view, before being approved.

Respectfully submitted,

James L. Tighe

SPECIFICATIONS FOR PROPOSED TEMPORARY WOOD DAM

November 28, 1936.

PROPOSED TEMPORARY WOOD DAM

AT

UPPER DAM OF S.C.S. BOX CO.

THORNDIKE, (PALMER) MASS.

CONDITIONS

The construction proposed herein is for the purpose of strengthening and raising the temporary dike built in the spring to replace the section of the old dike washed away by the flood of March 19, 1936. The temporary dike built in the spring consisted of sand bags backed with a rock fill and tightened with an earth fill on the upstream side, except for a section adjoining the masonry sidewall of the concrete weir section of the dam. There was a channel of flow along the masonry sidewall about 35 feet wide, across which 10"x12" timbers were thrown which supported vertical 2" plank sheeting which was driven to close off the flow through this section.

WORK TO BE DONE

The work herein proposed is divided into two parts to meet the conditions described above.

In the first place the 130 foot section of rock-backed dike is to be raised to the level of the top of the stone masonry wall by means of wooden frames and sheeting. The sheeting is to be driven into the muck of the pond at an angle of 45° with the vertical to a solid bearing or at least two feet and fastened securely to the supporting frames



which will rest on the earth fill backed with rock. The earth shall be placed and tamped to grade before driving or attaching the sheeting to the frames. The earth fill shall be placed to at least El. 365, or within three feet of the top of the stone masonry wall. All earth shall be adequately protected by at least 12" of rock fill or rip-rap. The downstream face of the dike shall be protected against possible overtopping by 2" plank sheeting supported by transverse timbers resting on the downstream braces with a 4 foot apron tilted upward at 10" with the horizontal to throw the stream away from and prevent erosion near the downstream support.

The downstream 6"x8" braces 8 feet on centers shall be tied to the upstream sheeting and frame by a 1" steel rod running horizontally through the earth and rock fill at or below Elevation 362. The bearing of this rod on the upstream sheeting shall be spread over at least six linear feet as measured horizontally along said face by means of a 4"x6" timber or its equivalent.

Before placing the downstream sheeting the rock fill shall be brought to the top of the downstream brace, which will require approximately 200 c.y. of additional rock fill, and give a slope of 1-1/2:1 or flatter for the rock surface.

The section of the dike adjoining the stone masonry wall and extending about 30 feet out therefrom shall be strengthened as follows:

Full length sheeting shall be driven in front of the present sheeting to extend to a height of not less than 1 foot above the stone masonry wall. Additional rock backfill shall be placed to bring the top of the rock to the top of the plank sheeting not less than 1 foot above the top of the stone masonry, and said backfill shall be placed to a slope of 1:1 or flatter which will require about 200 c.y.

Continuous 2" plank sheeting shall be placed along the face at the north end of the above mentioned stone masonry wall to a height of at least 12" above the top of the wall a distance of at least 25 feet to prevent excessive leakage through the part of this wall above the top of the old wood dam, and this last section of sheeting shall be fastened securely to the above mentioned full length sheeting which is to extend northeasterly at right angles from the end of the stone masonry wall.

Extreme care shall be taken to tie in the easterly end of the first described proposed wood construction with the existing earth dike, both in front, behind and across the top, to prevent erosion at this point should the wood dike be over-topped.

The remaining earth dike situated easterly from the proposed construction shall be raised to an elevation (369) one foot higher than the top of the stone masonry weir wall hereinbefore mentioned. This will require approximately 50 c.y. of earth fill.

#### CONNECTIONS

All timber connections shall be of adequate strength to transmit the full stress required in the members, and shall be subject to the



Dec. Meeting 1936

approval of the engineer.

Nathaniel Clapp  
Civil Engineer,  
Palmer, Mass.

Approved: December 2, 1936

Thos. J. Costello

Charles W. Bray

Maurice G. Donahue

County Commissioners of  
the County of Hampden.

REPORT OF ENGINEER ON PLAN AND  
SPECIFICATIONS FOR STRENGTHENING  
THE PRESENT TEMPORARY DIKE.

December 1, 1936

The Hon. The Board of County Commissioners  
Hampden County, Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

Inasmuch as the Board of County Commissioners thought it advisable to have the plans and specifications revised filed for approval on Nov. 17, 1936 for the permanent re-construction of the dike running easterly from the easterly end of the Thorndike upper dam, so called, across the Ware river in the village of Thorndike, the owner, Colgan - Sherman Inc. has decided, because of the lateness of the season, to postpone the re-construction of the dike for another while at least, and instead has filed plans and specifications for strengthening the present temporary dike. I have examined these plans and specifications which were filed with the County on Nov. 30th, 1936 and report as follows:

The present dike was damaged by a washout caused by the big flood of March 19th last. It was temporarily repaired at the time in a make-shift way with some sheet piling and sand bags backed up with earth and rock-fill.

As the plans and specifications show, it is now proposed to strengthen this make-shift construction, by replacing the sand bags with earth-fill on the upstream side, rock-fill on the down-stream side and enveloping or covering over the slopes and top of the built up part with plank sheeting. It is also proposed to raise the earth and rock-fill so that the plank sheeting resting thereon will be one foot higher than the top of the abutment masonry wall of the dam, or 7 feet higher than the crest of the dam.

The upstream plank sheeting will be driven into the pond bottom at least a couple of feet and, the downstream sheeting will end in a horizontal apron at the toe of the slope. All sheeting will be nailed to 6 x 8 inch timber rangers, solidly set in the slope of the fill and the whole of the frame-work will be tied together with one inch steel rods laid horizontally through the fill.

The part adjoining the abutment masonry wall, and the stretch running back from the wall a distance of some 30 feet, where the dike had to be strengthened with sheet piling after the washout, will be further strengthened by the driving of more sheet piling backed up with rock-fill.



The easterly end of the dike, or that part of it not damaged by the washout, will be raised to the same height as the section to be strengthened.

One commendable feature of the proposed work is the enveloping or covering over of the slopes and top of the earth and rock-fill with plank sheeting. This will prevent erosion by any wave action in the pond and greatly reduce the possibility of another washout should high water top the dike again.

On the understanding that the proposed work is a temporary measure I would recommend the plans and specifications of the work for your approval.

Respectfully submitted

James L. Tighe

DECREE APPROVING PLAN AND SPECIFICATIONS  
FOR TEMPORARY REPAIRS

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF  
HAMPDEN:

The undersigned herewith submits plan and specifications for permanent repairs on dam in Palmer on land of the S. C. S. Box Company and prays your Honorable Board to approve the same; with the right to make temporary repairs at the present time subject to the approval of the County's Engineer.

Dated this seventeenth day of November, 1936.

S. C. S. Box Co., Inc.  
F. H. Sherman

Hampden, ss: County Commissioners' Meeting December 2, 1936

The foregoing petition was entered on the seventeenth day of November in the year of our Lord, one thousand nine hundred and thirty-six, when the said petitioner filed said plan and specifications for permanent repairs on dam in Palmer on land of the S. C. S. Box Company. Said plan and specifications of the proposed work were submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, who has reported in writing as his report is on file with the case, concluding his report as follows:

"In order, therefore, to provide a higher factor of safety against flood flow I would advise that the plans and specifications be revised with this in view, before being approved."

Plan and specifications showing proposed temporary repairs were filed on November 30, 1936 which were submitted to James L. Tighe, Engineer. Mr. Tighe having report in writing as his report is on file with the case, the Commissioners do hereby approve said plan and specifications for temporary repairs in accordance with report of said James L. Tighe on the understanding that the proposed work is a temporary measure.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.



Dec. Meeting 1936

FINAL REPORT OF ENGINEER

February 1, 1937

The Hon. The Board of County Commissioners  
of Hampden County  
Court House,  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

I recommend for your acceptance the temporary repairs for strengthening the earthen dike, running Easterly from the Easterly end of the Thorndike upper masonry dam, so called, across the Ware river, in the Village of Thorndike (Town of Palmer); said repairs having been made and completed in accordance with the plans and specifications, filed by the owner, S. C. S. Box Co. Inc. and approved by the County on December 2nd, 1936.

Respectfully submitted

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF  
HAMPDEN:

The undersigned herewith submits plan and specifications for permanent repairs on dam in Palmer on land of the S. C. S. Box Company and prays your Honorable Board to approve the same; with the right to make temporary repairs at the present time subject to the approval of the County's Engineer.

Dated this seventeenth day of November, 1936.

S. C. S. Box Co. Inc.  
F. H. Sherman

The above petition, plan and specifications were entered on the seventeenth day of November in the year of our Lord One Thousand Nine Hundred and Thirty-Six. The plan and specifications were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated November 23, 1936 on file with this case, advising that the plan and specifications be revised in order to provide a higher factor of safety against flood flow.

Plan and specifications showing proposed temporary repairs were filed on November 30, 1936, which were referred to Mr. James L. Tighe, Engineer. Mr. Tighe made a report in writing dated December 1, 1936 on file with this case, and on recommendation of Mr. Tighe, said plan and specifications for temporary repairs were duly approved on December 2, 1936 on the understanding that the proposed work is a temporary measure.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the work and to make a final report on same. The Engineer has made a final report in writing to the Board of County Commissioners dated February 1, 1937 which is on file with this case, and it appearing



that said plan and specifications for temporary repairs have been faithfully adhered to, it is ordered that same be accepted and recorded.

February 17, 1937

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Brimfield Road to Holland-E. Brim Line and known as Pond Bridge Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the 1936 work to begin at the intersection of Brimfield Road and extend in an Easterly direction for a distance of 5400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 23 day of Nov. 1936

Walter F. Cummings

Edwin M. Hall

Lewis F. Blodgett

Selectmen of the Town of Holland.

The foregoing petition was entered on the 24th day of November 1936, and due proceedings having been had thereon, on the 22nd day of December 1936, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 22, 1936

On the petitions of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, the work to begin at Brimfield-Holland Line and extend in a southerly direction for a distance of 15600 feet more or less, and for aid; and, for specific repairs on Pond Bridge Road, beginning at intersection of Brimfield Road and extending in an easterly direction for a distance of 5400 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 52 and No. 81, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eleventh day of August, A. D. 1936, view

Holland, Selectmen of the Town of, Petrs. for specific repairs on Pond Bridge Road, beginning at intersection of Brimfield Road and extending in an easterly direction for a distance of 5400 feet more or less, and for aid.



said highway (petition No. 52) and hear all parties interested, and, did on the twenty-second day of December, A. D. 1936, hear all parties interested under petition No. 81, and on both petitions did adjudge that specific repairs should be made. At the time of said view and hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 25,600 feet of roads in Holland, leading to adjoining towns, and being known as Pond Bridge and Brimfield Roads (Brimfield Road also known as Mashapaug Road); the work to be done in two sections:

Pond Bridge Road - 5,400 feet, Brimfield Road - 20,200 feet;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works - Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE HUNDRED SEVENTY-FIVE DOLLARS (\$375.00) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Thos. J. Costello )  
Charles W. Bray ) County  
Maurice G. Donahue ) Commissioners  
of the County  
of Hampden.

#### Orders

December 22, 1936

Ordered, County Treasurer authorized and directed to pay \$1,050. to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.

Ordered, County Treasurer authorized and directed to pay \$1,412.55 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Christopher L. Berninger, appointed Superintendent Training School.

December 23, 1936

Voted, Mr. Christopher L. Berninger of Springfield, Mass., appointed Superintendent of the Hampden County Training School to take effect January 1, 1937.

#### Order to Arrest

Order to arrest Edwin A. Rice of Springfield, holder of a release on parole.

#### Order to arrest, Revoked.

Ordered, that the order to arrest Thomas J. Keyes of Springfield, holder of a release on parole, issued October 28, 1936, is hereby revoked.

John J. Murphy gives bond.

December 30, 1936

John J. Murphy of Holyoke, County Treasurer, duly elected, appears and is sworn, and gives bond, for the faithful discharge of the duties of said office. Bond approved January 13, 1937.

#### Order

Ordered, that the sum of \$557.50 be paid from County Treasury to Town of Brimfield for work done on Mill Lane Road and Dam.



December 30, 1936

Dec. Meeting 1936

Ordered, that the sum of \$750. which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland.

Orders

Ordered, that the sum of \$224.97 be paid from County Treasury to Town of Wales for work done on Monson Road.

Ordered, that the sum of \$2,250. be paid from County Treasury to City of Westfield for work done on Pontoosic Road.

Order to arrest Frank D. Sullivan of Holyoke, holder of a release on parole.

Order to Arrest

January 6, 1937

Voted, to appoint William C. Giles, Esq., of Springfield, as Counsel for the Hampden County Commissioners for the year 1937 and he is hereby appointed.

Appointment of William C. Giles, Counsel

Voted, to appoint William T. Keefe of Westfield, as Dog Officer for the County of Hampden for the year 1937, and he is hereby appointed.

Appointment of William T. Keefe, Dog Officer.

Ordered, County Treasurer authorized and directed to pay \$10,875. received as rentals from the Springfield Street Railway Co., and the New England Telephone and Telegraph Co., under their contract with the County of Hampden with reference to use of Hampden County Memorial Bridge, by said Companies to certain cities, towns and county.

Order to Pay Money Received As Rentals for use of H.C.Mem.Bridge to cities, town and county.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting Jan.6,1937

ORDERED: That John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of TEN THOUSAND EIGHT HUNDRED SEVENTY-FIVE DOLLARS (\$10,875.00) received as rentals from the Springfield Street Railway Company and the New England Telephone and Telegraph Company under their contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said companies to the following:

City of Springfield	51%	\$5,546.25
County of Hampden	31	3,371.25
Town of West Springfield	12	1,305.00
City of Holyoke	3	326.25
City of Westfield	2	217.50
Town of Agawam	1	108.75
		<u>\$10,875.00</u>

Thos. J. Costello )  
Charles W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden.



Dec. Meeting 1936

Order to Transfer

January 6, 1937

Order to Transfer (2)

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

Springfield, January 6, 1937

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Four thousand five hundred ninety six dollars and eight cents (\$4,596.08) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 7, 1937

Theodore N. Waddell  
Director of Accounts

Thos. J. Costello )

Chas. W. Bray )

Maurice G. Donahue )

County  
Commissioners

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

Springfield, January 6, 1937

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Auditors, Masters and Referees in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any money in the County Treasury the sum of Ten thousand ninety three dollars and forty seven cents (\$10,093.47) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Thos. J. Costello )

Chas. W. Bray )

Maurice G. Donahue )

County  
Commissioners

Order

January 6, 1937

Ordered, that the sum of \$84.29 be paid from County Treasury to Town of Russell for work done on Blandford Stage Road.

Thomas J. Costello  
Chosen Chairman.

January 13, 1937

Thomas J. Costello, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

Bond Approved

Bond of John J. Murphy, County Treasurer, approved.

Orders

Ordered, that the sum of \$400. be paid from County Treasury to Town of Hampden for work done on East Longmeadow Road. Agreement No. 5556 - Case No. 40, 1936.

Ordered, that the sum of \$375. be paid from County Treasury to Town of Holland for work done on Mashapaug Road and Pond Bridge Road. Case No. 52 and 81 - 1936. Agreement No. 5508.



Orders

January 13, 1937

Ordered, County Treasurer authorized and directed to pay \$200. to Town of Monson on account of County's proportion of cost of work done on State Avenue and Wales Road. Agreement No. 5515 Case No. 63 and 64 - 1936.

Ordered, that the sum of \$1,872.09 be paid from County Treasury to Town of Monson for work done on Wales Road. Agreement No. 5563. Case No. 62 - 1936.

Ordered, that the sum of \$357.16 be paid from County Treasury to Town of Palmer for work done on Thorndike Street. Agreement No. 5664. Case No. 73, 1936.

Ordered, that the sum of \$352.61 be paid from County Treasury to Town of Russell for work done on Pine Hill Road. Agreement No. 5333. Case No. 53, 1936.

January 19, 1937

County Estimate.

County Estimate

January 20, 1937

Ordered, that the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under the provisions of law, be apportioned upon the towns and one city in the County of Hampden.

Expense of Maintenance of Hampshire County Sanatorium.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 20, 1937

ORDERED: That the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and the County of Hampshire and under the provisions of the General Laws, Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2 and the Acts of 1929, Chapter 184 be apportioned upon the following towns and one city in the County of Hampden and the amounts set forth, to wit:-

Agawam	\$1,498.47
Blandford	126.61
Brimfield	158.26
Chester	242.66
East Longmeadow	633.05
Granville	284.87
Hampden	126.61
Holland	31.65
Longmeadow	1,865.75
Ludlow	1,340.20
Monson	590.86
Montgomery	42.25
Palmer	1,392.96
Russell	622.50
Southwick	337.62
Tolland	52.75
Wales	63.30
West Springfield	3,956.82



Westfield	\$3,186.60
Wilbraham	<u>496.39</u>
	\$17,050.18

Said amounts apportioned on the said towns and one city to be paid to the County Treasurer of the County of Hampden on or before March 1, 1937.

Thos. J. Costello )  
 ) County  
 ) Commissioners  
 ) of the County  
 Maurice G. Donahue ) of Hampden.

Orders

January 20, 1937

Ordered that the sum of \$74.78 which is balance of County's proportion of cost of work done on Brookfield Road be paid from County Treasury to Town of Brimfield. Case No. 66 - 1936.

Ordered that the sum of \$2,250. be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 55 - 1936.

Ordered, County Treasurer authorized and directed to pay \$919.22 to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road. Case No. 65 - 1936.

Order to Arrest

January 27, 1937

Order to arrest Joseph Switzer of Chicopee, holder of a written permit to be at liberty.

Order to arrest William A. Henry of Springfield, holder of a release on parole.

Order to arrest Edward F. Moylan of Springfield, holder of a release on parole.

Order to arrest Ernest Varly of Holyoke, holder of a release on parole.

Order

February 3, 1937

Ordered that the sum of \$1783.88 be paid from County Treasury to Town of Blandford, for work done on Russell Stage Road. Case No. 56 - 1936.

Order to Arrest

Order to arrest Albert Chevrette of Holyoke, holder of a release on parole.

Order

February 10, 1937

Ordered that the sum of \$349.91 which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester. Case No. 58 - 1936.

Margaret V. Donahue  
appointed Commissioner.

February 16, 1937

Margaret V. Donahue of Holyoke appointed County Commissioner in place of Maurice G. Donahue, deceased.

Order

February 17, 1937

Ordered that the sum of \$1,499.87 be paid from County Treasury to Town of Chester for work done on Chester Hill Road. Case No. 57 - 1936.



February 17, 1937

Ordered that the sum of \$897.57 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 74 - 1936.

Ordered that the sum of \$545.83 which is balance of County's proportion of cost of work done on the Main Road be paid from County Treasury to Town of Montgomery. Case No. 65 - 1936.

Order to arrest Patrick D. Ormond of Springfield, holder of a release on parole.

February 24, 1937

Ordered. County Treasurer authorized to borrow from time to time an amount not exceeding \$550,000.00 under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Order to arrest Antonio Pepe of Springfield, holder of a release on parole.

Order to arrest Gerald Gordon of Springfield, holder of a release on parole.

February 26, 1937

Annual Report

March 25, 1937

Voted to accept Sections 56 through 60 inclusive of Chapter 32 of the General Laws, Tercentenary Edition, which are Sections concerning Veterans of Spanish and World Wars.

Voted to award County of Hampden notes #591 to 606 inclusive, dated March 25, 1937, due November 5, 1937, aggregating \$200,000.00 to Newton Abbe & Co., of Boston, Mass., at .63% discount.

Ordered, County Treasurer authorized and directed to pay to Treasurer of the Commonwealth of Massachusetts, \$714.30, Hampden County's share of expenses of County Personnel Board for year 1936, in accordance with Sec. 50 Chapter 35 of the General Laws inserted by Chapter 400 of the Acts of 1930.

March 30, 1937

Order to arrest Angelo DeCarlo of Springfield, holder of a release on parole.

March 31, 1937

Voted, to re-appoint Mrs. W. G. Dwight of Holyoke, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1937 to April 1, 1940.

Voted to re-appoint Mr. Horace A. Moses of Russell, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1937 to April 1, 1940.

Voted, to re-appoint Mr. F. A. Upham of Wilbraham, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1937 to April 1, 1940.

Dec. Meeting 1936

Orders

Order to Arrest

County Treasurer  
Authorized to  
Borrow Money.

Order to Arrest

Annual Report

Vote

Voted to Award  
Notes

Order to pay to  
Comm. of Mass.  
share of expenses  
of County Personnel  
Board.

Order to Arrest

Re-appointment of  
Mrs. W. G. Dwight  
Trustee

Re-appointment of  
Horace A. Moses  
Trustee

Re-appointment of  
F. A. Upham  
Trustee.



Dec. Meeting 1936

Maintenance of  
Mt. Tom  
State Reservation

April 7, 1937

Ordered, County Treasurer authorized and directed to pay \$12,656.62 to the County of Hampshire which is County of Hampden's share of expense of maintenance of Mt. Tom State Reservation under Chapter 264 of the Acts of 1903.

Order to Arrest

Order to arrest George V. Blackburn of Agawam, holder of a release on parole.

Damages Done  
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

April 7, 1937

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

\_\_\_\_\_  
Clerk



## The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the thirteenth day of said month and from time to time to the sixteenth day of June, in the year of our Lord One Thousand Nine Hundred and Thirty-seven.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

To the Honorable County Commissioners of the County of Hampden, in the Commonwealth of Massachusetts:--

Respectfully represents your petitioner, Selectmen of the Town of Agawam, in said County of Hampden, that there is in said Town of Agawam, a public highway leading from a point on Kirkland Street 700 ft. northwesterly from the easterly junction of Kirkland Street & Meadow Street, said easterly junction being 3100 feet westerly from the South End Bridge and on the northerly line of Meadow Street, thence northwesterly and southwesterly on Kirkland Street to the westerly junction of Kirkland Street and Meadow Street, said westerly junction being 5800 feet westerly of the South End Bridge and on the northerly line of Meadow Street, as shown upon a plan hereto annexed and the same is known as Kirkland Street; that said public highway between the point on Kirkland Street 700 ft. northwesterly from the easterly junction of Kirkland Street & Meadow Street, and the said westerly junction of Kirkland Street and Meadow Street, is now but little used because a section of improved town road has been constructed and is used in place of said Kirkland Street, that common convenience and necessity do not require the maintenance of said public way because substantially all travel has been transferred to said improved town road, but on the other hand, common convenience and necessity require that said public way aforesaid shall be discontinued.

WHEREFOR your petitioners pray that, after due proceedings had in the premises, your Honorable Board will determine that common convenience and necessity require that said public highway between the termini above described shall be discontinued, and that such further orders and decrees may be made and entered as may appear proper in the premises.

Giles W. Halladay  
Herman A. Cordes  
Rocco Cascella

Selectmen  
of the town  
of Agawam

Feb. 12, 1937.

The foregoing petition was entered on the 25th day of February 1937, and due proceedings having been had thereon, on the 28th day of April 1937, said Commissioners file the following Decree for Discontinuance, to wit:

Agawam, Selectmen of the Town of, Petrs. for discontinuance of Kirkland Street between the point on Kirkland Street 700 feet northwesterly from easterly junction of Kirkland St. and Meadow Street, and westerly junction of Kirkland Street and Meadow Street.



Dec. Meeting 1937

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 28, 1937.

On the petition of the Selectmen of the Town of Agawam for discontinuance of Kirkland Street.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-first day of April, A. D. 1937, at nine thirty A. M. view said highway and hear all parties interested and did adjudge that common convenience and necessity require that said highway should be discontinued.

And now said Commissioners ORDER and DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

Between the point on Kirkland Street 700 feet northwesterly from the easterly junction of Kirkland Street and Meadow Street, and the westerly junction of Kirkland Street and Meadow Street.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said highway shall be paid by the Town of Agawam.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Order to Arrest

April 13, 1937 Order to arrest Frank Martel of Holyoke, holder of a release on parole.

Re-naming Street

April 27, 1937 Order of City Council, Springfield, and approved by the Mayor, changing name of highway known as Hickory Street, extending from Alden Street to Wilbraham Road, to Alden Street.

Appointment,  
Michael Lyons,  
Janitor.

May 5, 1937 Voted, to appoint Mr. Michael Lyons of Holyoke, janitor, in the Court House, replacing Joseph F. Leary, resigned.

Orders

Ordered that the sum of \$287.03 which is balance of County's proportion of cost of work done on Wales Road in Monson and State Avenue in Monson. Cases No. 63 and 64, 1936.

Ordered, County Treasurer authorized and directed to pay sum of \$1,263.28 to the Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Avenue. Case No. 43 - 1936.

May 12, 1937 Ordered, County Treasurer authorized and directed to pay sum of \$931.03 to Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Avenue. Case No. 43 - 1936.

May 19, 1937 Ordered, County Treasurer authorized and directed to pay sum of \$1,746.16 to the Town of Palmer on acct. of County's proportion of cost of work done on Three Rivers Road. Case No. 47 - 1936.

Salary  
Adjustments

Voted, Salary adjustments for certain County Employees effective as of January 1, 1937.



May 26, 1937

Voted, to incrdase salary of Dr. J. Perry Graham, Physician at the Hampden County Jail, from \$1500. to \$1700. per year, commencing January 1, 1937.

Vote to Increase Salary

Ordered, that the sum of \$450.00 which is balance of County's proportion of cost of work done on North Monson Road be paid from County Treasury to Town of Hampden. Case No. 41 - 1936.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$2,063.05 to the Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Avenue. Case No. 43 - 1936.

May 28, 1937

Blandford, Special town meeting on May 10, 1937 voted to discontinue the following roads: Meacham Road from the Phelps Road to the Russell Town Line, 1.3 miles. From corner Crooks and Hayden Road near Blakesleys to Chas. Brown place, .3 mile.

June 2, 1937

Order to arrest Eugene E. Fitzgerald of West Springfield, holder of a release on parole.

Order to Arrest

Order to arrest Michael J. Kennedy of Holyoke, holder of a release on parole.

June 4, 1937

Apportionment of County Tax for the year 1937.

Apportionment of County Tax

County of Hampden Tax of \$798,000. Chapter 320, Acts 1937

Agawam	\$14,598.81
Blandford	1,233.70
Brimfield	1,542.12
Chester	2,364.59
CHICOPEE	65,489.05
East Longmeadow	6,168.51
Granville	2,775.83
Hampden	1,233.70
Holland	308.42
HOLYOKE	132,211.80
Longmeadow	18,197.11
Ludlow	13,056.68
Monson	5,757.27
Montgomery	411.23
Palmer	13,570.72
Russell	6,065.70
Southwick	3,289.87
SPRINGFIELD	434,160.51
Tolland	514.04
Wales	616.85
West Springfield	38,553.20
WESTFIELD	31,048.29
Wilbraham	4,832.00
	<u>\$798,000.00</u>

To be paid on or before November 1, 1937

Warrants issued June 4, 1937 - Sent to each Town and City Clerk.



April Meeting 1937

Orders

June 9, 1937

Ordered, County Treasurer authorized and directed to pay sum of \$2,421.87 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and Montgomery Street. Agreement No. 5552. Case Nos. 70 and 71 - 1936.

Ordered, County Treasurer authorized and directed to pay \$775.10 to Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Avenue. Case No. 43 - 1936.

Order to Arrest Revoked

Ordered, that the order to arrest Frank Martel of Holyoke, holder of a release on parole, issued April 13, 1937, is hereby revoked, effective June 14, 1937.

Re-naming Streets

June 16, 1937

Order of the City Council approved by the Mayor that the highways known as Houghton Avenue and Whitman Street have been changed to Roosevelt Avenue, (Springfield).

Damages Done By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

June 16, 1937

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

\_\_\_\_\_  
CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-second day of said month and from time to time to the twenty-ninth day of September, in the year of our Lord One Thousand Nine Hundred and Thirty-Seven.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway known as Scantic Road be specifically repaired by resurfacing, beginning at the junction of Scantic and South Monson Roads, extending easterly for the distance of 1/2 mile more or less-- that the highway known as North Monson Road be Specifically repaired by resurfacing, beginning at the junction of Scantic and North Monson Roads, extending northerly for the distance of 1/2 mile more or less-- and that the highway known as Wilbraham Road be specifically repaired by resurfacing, beginning at the junction of East Longmeadow and Wilbraham Roads, extending northerly 1/2 mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said repairs together with an appropriation from the State and Town.

Dated this 15th day of March 1937.

Neil S. Kibbe	} Selectmen of Hampden
Norman W. Millard	

The foregoing petition was entered on the 19th day of March 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of Hampden for specific repairs on Scantic Road, North Monson Road and Wilbraham Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid,

Hampden, Selectmen  
of, Petrs. for  
specific repairs on  
Scantic Road, North  
Monson Rd. and  
Wilbraham Road, and  
for aid.



said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 12,600 feet of roads in Hampden, leading to adjoining towns, and being known as Wilbraham, North Monson and Scantic Roads; the work to be done in three sections: Wilbraham Road - 7,600 feet, from sta. 38+0 to sta. 114+0+; North Monson Road - 2,400 feet, from sta. 0+0 to sta. 24+0+; Scantic Road - 2,600 feet, from station 205+0+ to station 231+0+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Hampden.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

To the Honorable County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the South Longyard Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point where the last work terminated in 1936 and extend toward said Suffield, Connecticut, for a distance of one-half mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this twenty-third day of March A. D. 1937.

A. F. Johnson ) Selectmen  
Philip K. Hall ) of  
Enfred Anderson ) Southwick.

The foregoing petition was entered on the 21st day of April 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on South Longyard

SOUTHWICK, Selectmen of the Town of, Petrs., for relocation, alterations and specific repairs on South Longyard Road, the work to begin at point where work terminated in 1936 and extend toward Suffield, Conn. for a distance of one-half mile, more or less, and for aid



Road, the work to begin at point where work terminated in 1936 and extend toward Suffield, Conn., for a distance of one-half mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,900 feet of road in Southwick, leading to the Connecticut line, and being known as South Longyard Road; the work to begin at the end of the section of said road improved in 1936, station 133+50, and extend in a southerly direction to station 152+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND ONE HUNDRED DOLLARS (\$2,100.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Springfield Street to River Street and known as Walnut Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Winthrop Street and extend in a northerly direction for a distance of 2,640 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of May 1937.

Giles W. Halladay  
Herman A. Cordes  
Rocco Cascella

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 12th day of May 1937, and due proceedings having been had thereon, on the 4th day of August 1937, said Commissioners file the following Final Decree, to wit:

Agawam, Selectmen of the Town of, Petrs. for specific repairs on Walnut Street, the work to begin at Winthrop St. and extend in a northerly direction for a distance of 2,640 feet more or less, and for aid.



June Meeting 1937

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 4, 1937

On the petition of the Selectmen of the Town of Agawam for specific repairs on Walnut Street, the work to begin at Winthrop Street and extend in a northerly direction for a distance of 2,640 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course shall consist of broken stone bound with sand and it shall be constructed in accordance with the requirements. The depth of the broken stone shall be three and one-half (3-1/2) inches after rolling.

Surface Course. The surface course shall consist of standard bituminous macadam as specified and it shall be two and one-half (2-1/2) inches in thickness after rolling.

Roadway Earth Excavation. The work to be performed under this item shall include the removal and satisfactory disposal of street railway ties as directed by the Engineer.

Catch Basin. The catch basin castings shall be obtained as specified. The catch basin frames and grates, as related to each other, shall be machined to true bearing surfaces.

Cable Guard Rail. The concrete posts for cable guard rail shall be obtained as specified.

The above and all other work specified in the contract/agreement shall be performed in accordance with specifications set set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at Station 4+00 on Walnut Street, at River Street, and extending thence in a general southerly direction along Walnut Street for a distance of about 2825 feet to Station 32+25 about 200 feet south of Winthrop Street.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed THREE THOUSAND EIGHT HUNDRED AND FIFTY DOLLARS (\$3,850.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Agawam.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.



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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam in said County, that common convenience and necessity require that the highway leading from Main Street to Westfield Street and known as South Street & Shoemaker Lane be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Main Street and extend in a westerly direction for a distance of 19,500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of May 1937.

Giles W. Halladay

Herman A. Cordes

Rocco Cascella

SELECTMEN OF THE TOWN OF AGAWAM

The foregoing petition was entered on the 12th day of May 1937, and due proceedings having been had thereon, on the 8th day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1937

On the petition of the Selectmen of the Town of Agawam for specific repairs on South Street and Shoemaker Lane, the work to begin at Main Street and extend in a westerly direction for a distance of 19,500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to repair, treat with bituminous material and otherwise improve about 3.6+ miles of roads in Agawam, leading from Route #5 to West Street, and being known as South Street and Shoemaker Lane; the work to begin at the junction of Route #5, station 0, and extend in a westerly direction to station 188+50+; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed SIX HUNDRED DOLLARS (\$600.00) towards the repairing of these highways.

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June Meeting 1937

Agawam, Selectmen of the Town of, Petrs. for specific repairs on South Street and Shoemaker Lane, the work to begin at Main Street and extend in a westerly direction for a distance of 19,500 feet more or less, and for aid.



June Meeting 1937

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Agawam.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Holland. Selectmen of the Town of, Petrs. for specific repairs on Mashapaug Road, East Brimfield Road, and Pond Bridge Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

highway leading from Brimfield Line to Mashapaug, Conn.  
and known as Mashapaug Road

the work to begin at Brimfield Line  
and extend in a southerly direction  
for a distance of 18,000 feet more or less

highway leading from Pond Bridge Road to Sturbridge Line  
and known as East Brimfield Road

the work to begin at Bagley's Corner  
and extend in an easterly direction  
for a distance of 3600 feet more or less

highway leading from Brimfield Road to East Brimfield Rd  
and known as Pond Bridge Road

the work to begin at Brimfield Road  
and extend in an easterly direction  
for a distance of 1800 feet more or less

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17 day of May 1937

Walter F. Cummings

Edwin M. Hall

Arthur R. Phenner

Selectmen of the Town of Holland

The foregoing petition was entered on the 18th day of May 1937, and due proceedings having been had thereon, on the 29th day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 29, 1937

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaug Road, East Brimfield Road and Pond Bridge Road, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 25,600 feet of roads in Holland, leading to adjoining towns, and being known as Pond Bridge and Brimfield Roads; the work to be done in two sections: Pond Bridge Road - 5,400 feet; Brimfield Road - 20,200 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Holland.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from the Springfield line to the Stony Hill Road and known as East Longmeadow Road be specifically repaired as may be necessary, the work to begin at the Springfield line and extend in a north easterly direction for a distance of Sixty Five Hundredths feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of May 1937.

W. H. McGuire

George E. Murphy, Jr.

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 28th day of May 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

WILBRAHAM, Selectmen of the Town of, Petrs., for specific repairs on East Longmeadow Road, the work to begin at the Springfield line and extend in a northeasterly direction for a distance of sixty-five hundredths feet, more or less, and for aid.



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on East Longmeadow Road, the work to begin at the Springfield line and extend in a northeasterly direction for a distance of sixty-five hundredths feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,800 feet of road in Wilbraham, leading to East Longmeadow, and being known as the East Longmeadow Road; the work to begin at the junction of Stony Hill Road, station 249, and extend in a southerly direction to station 267; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

WILBRAHAM, Selectmen of the Town of, Petrs., for specific repairs on Ludlow Road, North Main Street and Stony Hill Road, and for aid

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary:

highway leading from Springfield line to Stony Hill Road  
and known as Ludlow Street

the work to begin at Springfield line  
and extend in a south easterly direction  
for a distance of Four Thousand feet more or less

highway leading from Boston Road to Wilbraham Street  
and known as North Main Street  
the work to begin at the Glendale Road  
and extend in a southerly direction  
for a distance of Two Thousand feet more or less



highway leading from the Ludlow Road to Hampden line  
and known as Stony Hill Road  
the work to begin at Ludlow Road  
and extend in a southerly direction  
for a distance of Two Thousand feet more or less

WHEREFORE your petitioners pray that your Honorable Board after  
notice, view and hearing may determine and specify such specific  
repairs and order them to be made, and that said County contribute to  
the expense of said repairs together with an appropriation from the  
State and Town.

Dated this 19th day of May 1937

W. H. McGuire

George E. Murphy, Jr.

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 28th day of May 1937, and  
due proceedings having been had thereon, on the 22nd day of September  
1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of Wilbraham  
for specific repairs on Ludlow Road, North Main Street and Stony Hill  
Road, and for aid.

It appearing that all persons and corporations interested  
therein had been duly notified of the time and place of meeting, the  
said Commissioners did on the twenty-eighth day of July, A. D. 1937,  
view said highways and hear all parties interested and did adjudge that  
specific repairs should be made. At the time of said view no person  
interested having objected after adjudicating as aforesaid, said  
Commissioners order the following repairs made: to maintain, treat  
with bituminous material and otherwise improve about 9,350 feet of  
roads in Wilbraham, leading to adjoining towns, and being known as  
Ludlow and Stony Hill Roads, and North Main and South Main Streets:  
the work to be done in four sections:

Ludlow Road - 3,150 feet from station 0+0 to station 31+50  
Stony Hill Road - 3,000 feet from station 157+0 to station 187+0  
North Main Street- 1,600 feet from station 222+0 to station 238+0  
South Main Street- 1,600 feet from station 59+0 to station 75+0

these repairs to be made according to specifications set forth in  
agreement of the Department of Public Works-Division of Highways on  
file with this case.

These repairs to be made and completed to the satisfaction of  
the County Commissioners and the County of Hampden shall pay to the  
Town of Wilbraham a sum not to exceed THREE HUNDRED FIFTY DOLLARS  
(\$350.) towards the repairing of these highways.



June Meeting 1937

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

East Longmeadow,  
Selectmen of the Town  
of, Petrs. for speci-  
fic repairs on Parker  
St. and Porter Road,  
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highways known as Parker Street and Porter Road be specifically repaired, said repairs should run from the Kibbe Farm on Porter Road to Allen Street and on Parker Street from Allen Street to the stone cover, total distance about 9794 feet.

Wherefore your Petitioners pray that your Honorable Board after notice, view and hearing, may determine such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 22nd day of May 1937.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

Selectmen of the Town of  
East Longmeadow

The foregoing petition was entered on the 28th day of May 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Parker Street and Porter Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 8,750 feet of roads in East Longmeadow, leading to adjoining towns, and being known as Parker Street and Porter Road; the work to be done in two sections: Parker Street - 5,300 feet; Porter Road - 3,450 feet; the work beginning at end of 1934 surface treatment on Parker Street at Sta. 53+0 and to extend in a northerly direction to Sta. 0+0 and then beginning at end of 1934 surface treatment on Porter Road at Station 30+50 and to extend in a northeasterly direction to Station 54+0± or as far as the money available will surface treat; these repairs to be



made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highways known as Chestnut Street and West Chestnut Street be specifically repaired from the end of the present improved road to the Longmeadow Town Line about 8895 feet.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may determine such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 22nd day of May 1937.

George T. Smith  
Sanford P. Nooney  
Leo D. Glynn  
Selectmen of the Town of  
East Longmeadow

The foregoing petition was entered on the 28th day of May 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Chestnut Street and West Chestnut Street, from end of present improved road to the Longmeadow Town Line, about 8895 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 2,250 feet of road in East Longmeadow, leading to Longmeadow, and being

EAST LONGMEADOW, Selectmen of the Town of, Petrs. for specific repairs on Chestnut St. and West Chestnut St. from end of present improved road to the Longmeadow Town Line, about 8895 feet, and for aid



known as Chestnut Street; the work to begin at the Longmeadow line, station 0, and extend in an easterly direction to station 22+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

EAST LONGMEADOW - Selectmen of the Town of, Petrs. for specific repairs to Wilbraham Rd. from Allen St. to the Springfield boundary line, about 3426 feet, and for aid

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway known as Wilbraham Road be specifically repaired from Allen Street to the Springfield Boundary Line about 3426 feet.

Wherefore, your Petitioners pray that your Honorable Board after notice, view and hearing, may determine such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 22nd day of May 1937.

George T. Smith  
Sanford P. Nooney  
Leo D. Glynn  
Selectmen of the Town of  
East Longmeadow

The foregoing petition was entered on the 28th day of May 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Wilbraham Road from Allen Street to the Springfield Boundary Line, about 3426 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person



interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 2.123 feet of road in East Longmeadow, leading to Wilbraham, and being known as the Wilbraham Road; the work to begin at the junction of Allen Street, station 32+73, and extend in a northerly direction to station 11+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

To the Honorable County Commissioners of The County of Hampden:

Respectfully represents the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Agawam through Southwick to Granville, and known as the Feeding Hills and Granville Roads ( or State Route No. 57 ) be specifically repaired, as may be necessary, the work to begin at the Southwick-Agawam line and extending to the College Highway and from the College Highway extending to the Southwick-Granville line, for a total distance of seven and one-half miles more or less.

Southwick, Selectmen of the Town of, Petrs. for specific repairs on highway known as Feeding Hills and Granville Roads (or State Route No. 57), the work to begin at Southwick-Agawam line and extending to College Highway and from College Highway extending to Southwick-Granville line, for a total distance of 7-1/2 miles more or less, and for aid.

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this twenty-seventh day of April A. D. 1937.

A. F. Johnson ) Selectmen  
Philip K. Hall ) of  
Enfred Anderson ) Southwick.

The foregoing petition was entered on the 24th day of June 1937, and due proceedings having been had thereon, on the 22nd day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 22, 1937

On the petition of the Selectmen of the Town of Southwick for specific repairs on highway known as Feeding Hills and Granville Roads (or State Route No. 57), the work to begin at Southwick-Agawam line and extending to College Highway and from College Highway extend-



ing to Southwick-Granville line for a total distance of 7-1/2 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 3.1 miles of road in Southwick, leading to Springfield, and being known as the Feeding Hills Road (Route #57); the work to begin at the Agawam line, station 194+88, and extend in a westerly direction to the junction of Route 10, station 30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Southwick.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Springfield, Mayor  
and Board of Aldermen  
of the City of, Petrs.  
for relocation, alt-  
erations and specific  
repairs on Worcester  
Street, and for aid.

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# COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE COUNTY COMMISSIONERS OF THE  
COUNTY OF HAMPDEN:-

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Springfield, in said County, that common convenience and necessity require that the way known as WORCESTER STREET in that part of Springfield known as Indian Orchard (part or all of which way may be also known as MAIN STREET, Indian Orchard) between Holly Street in said Indian Orchard to the boundary line between the City of Springfield and the City of Chicopee, be relocated and that alterations be made in their course and width; and that said ways be specifically repaired by grading, resurfacing or hardening or otherwise repaired as may be necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations, and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

DATED this twenty-eighth day of June, 1937.

Henry Martens  
Mayor

Philip V. Erard John W. Dunlop Robert L. Hinckley  
Irving C. Hayes William S. Lowe Kirby S. Baker  
Frederick E. Barker Howard S. Sanderson  
Board of Aldermen of the City of Springfield.



The foregoing petition was entered on the 29th day of June 1937, and due proceedings having been had thereon, on the 18th day of August 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 18, 1937

On the petition of the Mayor and Board of Aldermen of the City of Springfield for relocation, alterations and specific repairs on Worcester Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-first day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course for the bituminous concrete surfacing shall be bituminous macadam consisting of broken stone and bituminous material applied by the penetration method, constructed on the sub-base as directed, in accordance with the applicable requirements of Sections 35 to 38 inclusive for Bituminous Macadam Surface Course, and the specifications. The thickness of the base course shall be four (4) inches after rolling. The standard requirements for weighing the stone shall not apply.

The Depth of Loose Stone in the base course shall be gauged by the use of cubical blocks of suitable size.

Surface. The surface shall consist of bituminous concrete conforming to the requirements for Class I Bituminous Concrete as specified in Addenda 2-11 to 2-20 inclusive, and it shall be constructed in accordance with the applicable requirements of Addenda 2-21 and 2-22. The depth of the surface course shall be two (2) inches after rolling.

Bounds. The bounds shall be obtained as specified.

Catch Basins.  
Manholes. The catch basin frames and grates, as related to each other, shall be machined to true bearing surfaces. The manhole frames and covers shall be similarly finished. The catch basin and manhole castings shall be obtained as specified.

Special Guard Rail. The work to be performed under this item shall consist of the construction of a guard railing of reinforced cement concrete posts with two wooden rails attached, as shown on the standards of the City of Springfield for Standard Highway Fence and as specified in the standard specifications of the City of Springfield. The concrete posts shall conform to the requirements of Section 164 and they shall be obtained as specified under Article XIV of the Special Provisions.

The above and all other work specified in the contract/agreement shall be performed in accordance with specifications set



forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at Station 6+00 on Worcester Street, at Holly Street, and extending thence in a general westerly direction along Worcester Street for a distance of about 9100 feet to about Station 97+00, which is about 300 feet from the Chicopee City Line.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed Fourteen Thousand Nine Hundred Dollars (\$14,900.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Springfield.

Charles W. Bray )  
Margaret V. Donahue ) County  
Associate Commissioner- Francis M. O'Keefe ) Commissioners  
of the County  
of Hampden.

Westfield, Mayor of the City of, Petr. for repairs or improvements on Pontoosic Road, the work to begin at end of macadam surfacing laid in 1936 at a point about 4000 feet southerly of Sherman's Mill Bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Pontoosic Road, so-called, be specifically repaired by grading and macadamizing and otherwise improved as may be necessary, the work to begin at the end of the macadam surfacing laid in 1936 at a point about 4000 feet southerly of Sherman's Mill Bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this second day of July 1937.

Raymond H. Cowing  
Mayor of the City of Westfield.

CITY VOTE

July 3, 1937

Honorable Raymond H. Cowing  
Mayor  
Westfield, Mass.

Dear Sir:

This is to certify that at a meeting of the City Council held July 1, 1937, the following votes were unanimously passed:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the macadam surface, constructed about 1931, on Route #10, College Highway, within the City of Westfield and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improvement work on the Pontoosic Road, so-called, from the end of the macadam surfacing laid in 1936 at a point about



4000 feet southerly of Sherman's Mill bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for laying of a bituminous bound surfacing and other improvement work on Western Ave., so-called, from a point about opposite the easterly line of land of the Tekoa Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

The above votes were approved by you, as Mayor, July 2, 1937.

Attest

Harold Whittemore  
City Clerk

(Seal)

The foregoing petition was entered on the 6th day of July 1937, and due proceedings having been had thereon, on the 8th day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1937

On the petition of the Mayor of the City of Westfield for repairs or improvements on Pontoosic Road, the work to begin at end of macadam surfacing laid in 1936 at a point about 4000 feet southerly of Sherman's Mill Bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 2,270 feet of road in Westfield, leading to Southwick, and being known as the Pontoosic Road; the work to begin at the end of the section of said road improved in 1936, station 40, and extend in a southerly direction to the Southwick line, station 62+70; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND FIFTY DOLLARS (\$1,050.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.



June Meeting 1937

Westfield, Mayor of the City of, Petr. for repairs or improvements on Western Avenue, the work to begin at a point about opposite the easterly line of land of the Tekoa Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that Western Avenue, so-called, be specifically repaired by grading, laying of a bituminous bound surfacing and otherwise improved as may be necessary, the work to begin at a point about opposite the easterly line of land of the Tekoa Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this second day of July 1937.

Raymond H. Cowing  
Mayor of the City of Westfield.

CITY VOTE

July 3, 1937

Honorable Raymond H. Cowing  
Mayor  
Westfield, Mass.

Dear Sir:

This is to certify that at a meeting of the City Council held July 1, 1937, the following votes were unanimously passed:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the macadam surface, constructed about 1931, on Route #10, College Highway, within the City of Westfield and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improvement Work on the Pontoosic Road, so-called, from the end of the macadam surfacing laid in 1936 at a point about 4000 feet southerly of Sherman's Mill bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for laying of a bituminous bound surfacing and other improvement work on Western Ave., so-called, from a point about opposite the easterly line of land of the Tekoa Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

The above votes were approved by you, as Mayor, July 2, 1937.

Attest

(Seal)

Harold Whittemore  
City Clerk



The foregoing petition was entered on the 6th day of July 1937, and due proceedings having been had thereon, on the 8th day of September 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 8, 1937

On the petition of the Mayor of the City of Westfield for repairs or improvements on Western Avenue, the work to begin at a point about opposite the easterly line of land of the Tekoa Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel stone mixed in place with tar and otherwise improve about 5,000 feet of road in Westfield, leading to Russell, and being known as Western Avenue; the work to begin at the end of the section of said road improved by the city, station 17, and extend in a westerly direction to station 67; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND ONE HUNDRED DOLLARS (\$2,100.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Southampton, Route #10, College Highway, be specifically repaired and otherwise improved as may be necessary, work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town line.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may order such repairs or improvements, and that said County contribute to the expense of same together with an appropriation from the State and City.

Dated this second day of July 1937.

Raymond H. Cowing  
Mayor of the City of Westfield.

Westfield, Mayor of the City of, Petr. for repairs or improvements on highway leading from Westfield to Southampton, Route #10, College Highway, the work to begin at or near the bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.



June Meeting 1937

CITY VOTE

July 3, 1937

Honorable Raymond H. Cowing  
Mayor  
Westfield, Mass.

Dear Sir:

This is to certify that at a meeting of the City Council held July 1, 1937, the following votes were unanimously passed:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for repairs to the macadam surface, constructed about 1931, on Route #10, College Highway, within the City of Westfield and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for the laying of a macadam surface and other improvement work on the Pontoosic Road, so-called, from the end of the macadam surfacing laid in 1936 at a point about 4000 feet southerly of Sherman's Mill bridge and extending southerly a distance of about 2300 feet to the Westfield-Southwick line, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for financial aid for laying of a bituminous bound surfacing and other improvement work on Western Ave., so-called, from a point about opposite the easterly line of land of the Tekoe Country Club and extending westerly a distance of about 6200 feet to Bates Road, so-called, and to sign on behalf of the City a contract with the State covering any construction work connected with same.

The above votes were approved by you, as Mayor, July 2, 1937.

Attest:

(Seal)

Harold Whittemore  
City Clerk

The foregoing petition was entered on the 6th day of July 1937, and due proceedings having been had thereon, on the 25th day of August, 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 25, 1937

On the petition of the Mayor of the City of Westfield for repairs or improvements on highway leading from Westfield to Southampton, Route #10, College Highway, the work to begin at or near bridge over the Holyoke & Westfield Railroad and extending northerly to the Westfield-Southampton Town Line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person



interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Southampton Road (Route #10), in Westfield, leading to Southampton, to maintain, treat with bituminous material and otherwise improve about 18,555 feet, the work to begin at Southampton line, station 0, and extend in a southerly direction to station 185+55; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the City of Westfield.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

June 22, 1937

Ordered, County Treasurer authorized and directed to pay \$1502.61 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and Montgomery Street. Case Nos. 70 and 71 - 1936.

Orders

Ordered, County Treasurer authorized and directed to pay \$1587.82 to Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Ave. Case No. 43 - 1936.

Voted to increase salary of Arthur E. Poor, Master Mechanic.

Voted to Increase  
Salary

Voted to increase salary of Stephanie Wisniowski, Senior Clerk-Stenographer in the District Court of Chicopee.

June 23, 1937

Voted to increase salary of Sylvia Dumas, Relief Matron at the Hampden County Jail.

Voted, County Treasurer authorized to sell \$5000. N.Y. Central Lines Equipment Trust Gold Certificates, and to purchase \$5000. principal Southern Bell Tel and Tel Co., Debentures, from the War Chest Fund of the County of Hampden.

Sale & Purchase  
of Bonds

Coal Bids received and publicly opened and read.

Coal Bids

June 30, 1937

Ordered, that the order to arrest Antonio Pepe of Springfield, holder of a release on parole, issued February 24, 1937, revoked, effective July 3, 1937.

Order to Arrest  
Revoked.

July 14, 1937

Order to arrest George Kennedy of Holyoke, Mass. holder of a release on parole.

Order to Arrest

Ordered County Treasurer authorized and directed to pay \$459.28 to the City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and Montgomery Street. Cases No. 70 and 71 - 1936.

Order



June Meeting 1937

Orders

July 14, 1937

Ordered that the sum of \$182.94 which is balance of County's proportion of cost of work done on Center Street be paid from County Treasury to Town of Ludlow. Case No. 76 - 1936.

Ordered, County Treasurer authorized and directed to pay \$641.84 to Town of West Springfield on acct. of County's proportion of cost of work done on Memorial Avenue. Case No. 43 - 1936.

Order accepting public way and changing name of street.

July 23, 1937

Order of City Council (Springfield) approved by the Mayor, the way known as South Street (Indian Orchard District) extending from Moxon St. to Lyons St., was accepted as a public way and its name changed to Decatur Street.

Order of the City Council (Springfield) approved by the Mayor, the way known as Sunnyside Avenue (Indian Orchard District) extending from Pasco Road Westerly 537.19 feet, was accepted as a public way and its name changed to Myrtle Street.

Bids for the Installation of Hot Water System at Hampden County Jail.

July 28, 1937

In the matter of the contract for The Installation of Domestic Hot Water System at the Hampden County Jail, the following bids were publicly opened and read, the detailed original proposals of which are on file in this office and incorporated herein by reference:

J.J.Cotter Company  
T.J.Conway Company  
Wyckoff & Lloyd Company  
Geo. H. McClean Co., Inc.  
Oliver & Howland Co.

W.J.Hyland Mfg. Co.  
Soland & Johnson  
Fred C. McClean  
Heating & Supplies, Inc.  
Albert E. Mayer

Voted to Award Contract to J.J. Cotter Co.

July 28, 1937

Voted, to award contract for The Installation of Domestic Hot Water System at the Hampden County Jail, to J.J. Cotter Company of Springfield, Mass., for the sum of \$3,097.00.  
J.J.Cotter Company was the low bidder.

Order

Ordered that \$1,441.65 which is balance of County's proportion of cost of work done on Bondville, Palmer Road, be paid from County Treasury to the Town of Palmer. Case No. 64 - 1935.

Order to Arrest

Order to arrest Patrick Murphy of West Springfield, holder of a release on parole.

Released on Parole.

Leonard Savoir, released from Hampden County Training School on parole.

Voted to Award Notes

August 4, 1937

Voted to award County of Hampden Notes #s607 to 626 incl. dated August 5, 1937, due November 5, 1937, aggregating \$300,000.00 to First National Bank of Coston, at .48 per cent discount.

Order

Ordered that the sum of \$390.33 which is County's share of expense of widening Glendale Road opposite the Green property so as to change the flow of the surface water, be paid from County Treasury to Town of Wilbraham. Case No. 36 - 1936.

Order to Arrest

August 11, 1937

Order to arrest GEORGE F. RUSSELL of Springfield, holder of a release on parole.

Order to arrest JAMES F. KENNEDY of Springfield, holder of a release on parole.



August 16, 1937	Order of City Council approved by Mayor changing the name of South Street (Indian Orchard District) to Decatur Street.	<u>Re-naming Street</u>
August 18, 1937	Ordered that the sum of \$1,875. be paid from County Treasury to Town of Agawam for work done on Walnut Street. Case No. 59 - 1936.	<u>Orders</u>
	Ordered that the sum of \$450.29 which is balance of County's proportion of cost of work done on Maple and Hazardville Roads be paid from County Treasury to Town of Longmeadow. Case No. 68 - 1936.	
	Released from Hampden County Training School on parole, Michael Sciola, said release to take effect September 1, 1937.	<u>Released on Parole</u>
August 25, 1937	Ordered, County Treasurer authorized and directed to pay \$426.93 to Town of Agawam on acct. of County's proportion of cost of work done on Walnut Street.	<u>Order</u>
	Voted to elect Clarence E. Hodgkins as a member of the County Personnel Board from the Four Western Counties to serve a term of three years from September 1, 1937.	<u>Voted to Elect Clarence E. Hodgkins to Personnel Board.</u>
September 1, 1937	Order to arrest Raymond Clune of Holyoke, holder of a release on parole.	<u>Order to Arrest</u>
	Order to arrest Francis P. Quinn of Springfield, holder of a release on parole.	
	Ordered, County Treasurer authorized and directed to pay \$868.24 to Town of Agawam on acct. of County's proportion of cost of work done on Walnut Street.	<u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay \$570.82 to the City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.	
September 8, 1937	Ordered that the sum of \$845.23 which is balance of County's proportion of cost of work done on Thorndike to Three Rivers Road be paid from County Treasury to Town of Palmer. Case No. 47 - 1936.	
September 15, 1937	Order to arrest Michael J. Franczek of Holyoke, holder of a release on parole.	<u>Order to Arrest</u>
September 22, 1937	Ordered, County Treasurer authorized and directed to pay \$611.05 to Town of Agawam on acct. of County's proportion of cost of work done on Walnut Street.	<u>Orders</u>
	Ordered, County Treasurer authorized and directed to pay \$1045.94 to City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.	
September 29, 1937	Ordered, that the order to arrest GEORGE F. RUSSELL, of Springfield, holder of release on parole, issued August 11, 1937, is hereby revoked.	<u>Order to Arrest Revoked</u>



June Meeting 1937

Order to Arrest

September 29, 1937

Order to arrest Joseph Arena of West Springfield, holder of a release on parole.

Order to arrest James P. Dolan of Springfield, holder of a release on parole.

Order to arrest John Zagski of Holyoke, holder of a release on parole.

Damages Done  
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

September 29, 1937

Hampden, ss:

Judgment is entered up according to reports, etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:-

\_\_\_\_\_  
CLERK.



## The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the fifth day of said month, and from time to time to the twenty-second day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Seven.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

The following cases were dismissed without prejudice:

- No. 40 Inhabitants of Palmer, Petrs. for relocation of Calkins Road for the purpose of establishing the boundary lines of said way and making such alterations in the course and width thereof as may be necessary; (Calkins Road leading from state highway known as Spfld. Road, at a point easterly of Overlook Farm, so-called, in a general northerly direction to highway leading from Depot Village to the Village of Three Rivers, known as the Palmer Road).
- No. 41 Selectmen of Palmer and Road Commissioners of Monson, Petrs. for discontinuance of highway in said Towns of Palmer and Monson known as Blanchardville Bridge and approaches thereto, situate near the Electric Light Company, so-called.
- No. 45 Selectmen of the Town of Ludlow, Petrs. for specific repairs on East Street, beginning at corner of Hubbard and East Sts. and extending easterly for a distance of 3515 feet more or less, and for aid.
- No. 53 Selectmen of the Town of Chester, Petrs. for specific repairs on Chester Hill Road, the work to begin at station 351 (end of construction in 1936) and extend in a northerly direction for a distance of 1800 feet more or less, and for aid.
- No. 66 Selectmen of the Town of East Longmeadow, Petrs. for specific repairs on Elm Street from end of present improved road to its junction with North Main Street at East Longmeadow Center, about 4000 ft., and for aid.

June 21, 1927

County Commissioners,  
Hampden County,  
Springfield, Massachusetts.

Gentlemen:

I am handing you herewith blue print copies of plans Nos. 4071 G-5, 4072 G-5, 4073 G-5 and 4074 G-5, made by Hazen & Whipple for a diversion tunnel and dam proposed to be built on Little River where the catchment area is 45.7 square miles, as a preliminary step in developing water supply and water power as authorized by law.

The small rock fill dam now proposed to be built, and shown on Plan No. 4074 G-5, is not intended to store water but to divert the water through the proposed tunnel, and to act as a coffer dam for the large dam to be subsequently built. It is, however, designed to form a part of the large dam.

No gates are proposed on the tunnel at this stage, but if the dam were filled to the top it would hold about 700,000,000 gallons of water.

The discharge capacity of the tunnel with the water at the elevation of top of the proposed rock fill dam is 4500 cubic feet per second, at which rate the velocity in the tunnel will be 40 feet per second.

Board of Water Commissioners, City of Springfield, Petrs. for approval of plans and specifications of a diversion tunnel and dam proposed to be built on Little River.

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~~Plans in drawer of map case.~~

HIGHWAY

Book # 17

Page # 35-42



The total head available for producing flow from the top of the dam at Elevation 810 to the middle of the proposed outlet of the tunnel is 79 feet. The tunnel is equal to circular one 12 feet in diameter and is 1550 feet long.

As no storage is proposed by these preliminary works we are in doubt as to whether or not they require your approval.

If they do require your approval, will you please regard this as a formal submission.

It is hoped that the business may proceed so that bids for the work may be taken and the contract awarded on July 21, 1927. The specifications are now being printed and copies of them will be submitted to you if you require them.

To give an idea of the proposed entire development blue prints of the following plans are handed to you:

4060 G-5, showing an outline of the proposed entire development, on a scale of 1000 feet to the inch.

(A.H. 26,132)

4058 G-5, showing the location of the dam and the sand and gravel available for constructing a hydraulic fill dam, 400 feet to the inch. (A.H. 26,129)

4059 G-5, the section and location of the proposed hydraulic fill dam, on a scale of 100 feet to the inch.

(A.H. 26,128)

It should be noted that these three plans are tentative studies and are not now presented for approval, but only to give an idea of the whole project. Studies have been made for several alternate developments not here shown, and decision as to all matters concerning the further development is reserved until the final plans are to be made.

If you require any further information, we are at your service.

Respectfully yours,

Board of Water Commissioners

By Elbert E. Lochridge  
Chief Engineer

/L

The foregoing petition was entered on the 29th day of June 1927, and due proceedings having been had thereon, the following Specifications were filed on June 29, 1927; Report of Engineer was filed on July 18, 1927; Interlocutory Decree was filed on July 27, 1927; Final Report of Engineer was filed on December 6, 1937; Final Decree was filed on December 15, 1937, to wit:

#### SPECIFICATIONS

Kind of Work. (0.04) The work to be done consists of driving a tunnel and building a diverting dam and diverting the Little River through the tunnel at the site of the proposed Cobble Mountain dam, upon the property of the Board in the Towns of Blandford and Russell.

HIGHWAY  
Book # 17  
Page # 45-50



The tunnel is to be about 1550 feet long, lined with concrete, equivalent to a circle 12' in diameter, and is to serve to carry the flow of the river during the construction of the proposed dam and afterward as a permanent outlet for water that may be drawn from it. A shaft is provided for the permanent location of the outlet gates to be later installed.

It is believed that substantially all of the tunnel will be in rock of the same general character as that exposed in the Little River gorge.

The Board is now building a road for access connecting with public roads. A portion of this new road from the nearest public road to the tunnel shaft will be available for use. The Contractor must build whatever additional roads may be needed for his purpose.

It is proposed that the entire tunnel shall be driven from its upper portal, draining it by pumping, and hauling the material up grade, and the material obtained shall be placed in a small diverting dam which is to form the upper toe of the proposed Cobble Mountain dam. Spoil may not be deposited along the river where it would be washed downstream by flood flows to fill up the intake dam.

Rock fill and other materials will be required to complete this diversion dam. The construction of this dam must proceed so as not to obstruct the flow of the water during the construction of the tunnel. It will be then completed and the water diverted. The shaft is not needed for the construction of the tunnel, but is required as a part of the permanent control works.

(0.05) The Contractor shall place the buildings for the housing of his employees and for all his other purposes, on the uphill side of the new road north of the site of the proposed work, and is permitted to build such structures as he reasonably needs for his purpose and to develop a water supply for the same on the land of the Board.

Camp Site.

(0.06) The entire work and its location is shown on a set of 4 plans, numbered 1 to 4, and signed by Allen Hazen, consulting Engineer, and also by the Board, and by its Chief Engineer, and dated June 7, 1927, copies of which are filed in the office of the Board of Water Commissioners, and small printed copies of which are attached hereto and made part of this document. These plans show only the general character of the work, and during its progress such working plans will be furnished by the Engineer as he may deem necessary.

Plans

Approved, July 27, 1927 - As set forth in Interlocutory Decree of County Commissioners of even date.

George S. Cook }  
John Hall } County  
John G. Maxfield } Commissioners  
                          } of the County  
                          } of Hampden.



REPORT OF ENGINEER

Holyoke, Mass., July 16th, 1927.

The Honorable the Board of County Commissioners of  
Hampden County, Massachusetts.

George S. Cook, Chairman.

Dear Sir:

As requested, we have examined the plans and specifications, filed for approval on June 29th last, of the proposed diversion dam, regarding its safety, to be constructed by the City of Springfield across Little River. The location of the proposed structure is at a point about two miles upstream from the present intake reservoir of the City of Springfield, on the boundary line between the towns of Blandford and Russell, and in close proximity to the northerly boundary line of the town of Granville.

The proposed dam, which will be 250 feet or thereabouts in length and 72 feet in height above the stream bed, is for the purpose of bye-passing the flow of Little River through a tunnel during the construction across the river of a much larger dam, and also for the purpose of forming the upstream toe of the latter dam.

The drainage area contributory to the diversion dam is 45.7 square miles of which about eight square miles are contributory to the Borden Brook reservoir. When the diversion dam is completed, the basin formed thereby will have a surface area of about 55 acres and a capacity of seven hundred millions of gallons or nearly one third the capacity of the Borden Brook reservoir.

The dam will be constructed mainly of rock-fill, so called, faced upstream with finer material for the purpose of making it approximately watertight. When finished, the structure will be 40 feet in width on top and about 256 feet in width across its base at its widest section. On both the upstream and down-stream faces the slope will be 1 on 1-1/2. These dimensions show a stable structure.

The proposed tunnel for bye-passing the stream will be constructed before the diversion dam. Its capacity will be sufficient to discharge all flows, modified by the storage formed, as high as the highest flood-flow of the river that has been recorded during the last 21 years; the idea being that there shall be no impounding or backing up of water whatever in the diversion basin, except at such times of flood-flow when the discharge of the stream would be greater than the discharge of the tunnel.

In case, however, a flood-flow of long duration and of great intensity did occur which filled the basin and topped the dam, notwithstanding the discharge of the tunnel, this would not cause failure of the structure as would likely be the case if it were constructed of earth instead of rock fill.

Under the conditions, therefore, with the drawings showing a stable structure and seeing that any water, beyond the discharging capacity of the tunnel, which might impound and cause a discharge over the dam, would not cause its failure, we recommend the plans and



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specifications for your approval.

Respectfully submitted,

Tighe & Bond

By James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 27, 1927

In the matter of the petition of the Board of Water Commissioners, City of Springfield, for approval of plans and specifications for a diversion tunnel and dam proposed to be built on Westfield Little River in the Towns of Blandford, Russell and Granville, said petition being dated June 21, 1927, the Commissioners having caused public notice to be given to all parties in interest by publication in the Springfield Union, Springfield Republican and Springfield Daily News that they will hear all parties desiring to be heard, and having notified particularly and especially the following towns, Blandford, Russell, Granville, Agawam and West Springfield, and the cities of Westfield and Springfield, and having heard all parties desiring to be heard, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer for the County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, after due consideration, the Commissioners approve said plans and specifications in accordance with the report of said James L. Tighe, with the understanding that the Commissioners shall appoint an inspector to be constantly engaged during the work of construction.

The petitioners will take notice that the approval of these plans and specifications must not be construed as in any way indicating what the attitude and action of the County Commissioners will be in the matter of approval of other plans and specifications for the construction of a dam that may be required to complete the plans of the petitioners, and make the dam this day approved useful.

George S. Cook )  
John Hall ) County  
John G. Maxfield ) Commissioners  
of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 6, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

The diversion dam so-called, built by the City of Springfield across Little River at Cobble Mountain for the purpose of diverting the flow of the stream into the diversion tunnel during the construction of the present Cobble Mountain Dam, was never accepted by the County, although the plans and specifications for the doing of the work were approved on July 20th, 1927.



In order to clear up the record of this dam and show why there is no final decree of acceptance on file, it may be stated that the dam was so constructed as to be a part of and embodied in the present Cobble Mountain Dam, which was accepted on December 11th, 1935.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 15, 1937

In the matter of the petition of the Board of Water Commissioners, City of Springfield, for approval of plans and specifications for a diversion tunnel and dam proposed to be built on Westfield Little River in the Towns of Blandford, Russell and Granville.

Petition in this case was entered on the twenty-ninth day of June in the year of our Lord One Thousand Nine Hundred and Twenty-Seven, when the said petitioner filed certain plans and specifications for approval of a diversion tunnel and dam proposed to be built on Little River, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated July 16, 1927 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on July 27, 1927.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the construction and to make a final report on the construction of the tunnel and dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 6, 1937 which is on file with this case, and it appearing that said plans and specifications of said diversion tunnel and dam were so constructed as to be a part of and embodied in the Cobble Mountain Dam, which was accepted on December 11, 1935, it is ORDERED that same be accepted and recorded.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Strathmore Paper Company, Petrs. for approval of plan and specifications for repairs to existing mill dam on their premises through which flows a stream of water commonly called the Agawam River.

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Plan in Book 9,  
Page 43.

Hampden ss

October 8, 1930

To the Honorable Board of County Commissioners for the County of Hampden,

Respectfully represent the Strathmore Paper Company, a corporation having a usual place of business at West Springfield, in said county, and Commonwealth of Massachusetts, that it is the owner of certain tracts of land lying in West Springfield and North Agawam, in said county, that through said property flows a stream of water commonly called the Agawam River; that your petitioner desires to repair an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound some of the water of said stream by means of said dam.



Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

STRATHMORE PAPER COMPANY

A. E. Shattuck

Assistant Treasurer

The foregoing petition was entered on the 16th day of October 1930, and due proceedings having been had thereon, the following Specifications were filed on October 16, 1930; Report of Engineer was filed on October 29, 1930; Interlocutory Decree was filed on October 29, 1930; Final Report of Engineer was filed on December 11, 1937; and Final Decree was filed on December 15, 1937; to wit:

SPECIFICATIONS October 14, 1930

Repairs to Lower Dam,

West Springfield

HAMPDEN COUNTY  
APPROVED-Oct. 29, 1930  
John G. Maxfield  
Charles W. Bray  
Edward J. Stapleton  
County Commissioners

The following specifications are intended to cover the necessary work to be done on the Strathmore Paper Company's so-called lower dam across the Agawam River at West Springfield. The specific reasons for the above repairs are as follows:

1. The crest of the dam has sagged from about four inches (4") at either end of the dam to a maximum of about eighteen inches (18") at the center, and will therefore not impound the depth of water that it should.

2. This sag is caused by the rotting out of both transverse and lateral timbers along the crest.

It is intended to leave the old work as it is and to insert new transverse and lateral timbers at the crest, substantially as shown on drawing No. 2126 attached. The new 10" x 12" timbers are to be inserted on the center of each existing bent, and thoroughly dowelled together with 1" steel pins. 3" x 6" wood scabs are to be spiked in back of the old timber work, to the new timbers, thereby tying the whole proposition together. The new decking at the crest will consist of two layers of 3" x 8" hemlock planking, spiked to the new timbers, with an old canvas dryer felt between the layers of plank, to act as a seal. The new deck planking will be connected to the old by a mixture of 1-2-4 concrete, thereby filling all depressions and making a water tight job.

The whole dam structure is to receive a thorough wedging so that all timbers of the framework may take their bearing evenly.

All accessible leaks through the decking are to be repaired by new planking inserted from the underside, and wedged up into place.



REPORT OF ENGINEER

October 28, 1930

The Hon. the County Commissioners  
Hampden County  
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I have examined the plans and specifications filed for your approval on October 16th last for repairs to be made on the Strathmore Paper Company dam across the Agawam river in Mittineague, so called, and report as follows:

The dam to be repaired is a sawed timber crib structure laid on a ledge foundation and is about 450 feet in length between abutments and 18 feet or thereabouts in height above the streambed.

It was built about 65 years ago and naturally shows deterioration through decay in the timber work. Because of this the crest had become considerably sagged and the purpose of the repairs is to bring it back to its original level as well as to strengthen the structure all round by new timbering. I therefore recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

October 8, 1930

Hampden, ss

To the Honorable Board of County Commissioners for the County of Hampden,

Respectfully represent the Strathmore Paper Company, a corporation having a usual place of business at West Springfield, in said county, and Commonwealth of Massachusetts, that it is the owner of certain tracts of land lying in West Springfield and North Agawam, in said county, that through said property flows a stream of water commonly called the Agawam River; that your petitioner desires to repair an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound some of the water of said stream by means of said dam.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

STRATHMORE PAPER COMPANY

A. E. Shattuck

Assistant Treasurer

The foregoing petition was entered on the sixteenth day of October in the year of our Lord, One Thousand Nine Hundred and Thirty, when



the said petitioner filed said plan and specifications for repairs to an existing mill dam on premises owned by the Strathmore Paper Company through which flows a stream of water commonly called the Agawam River, which were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts  
October 29, 1930

John G. Maxfield )  
Charles W. Bray ) County  
Edward J. Stapleton ) Commissioners  
of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 9, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

I recommend for your acceptance all the repair work done on the Strathmore Paper Co. dam across the Agawam River at Mittineague.

This work has been done and completed in accordance with the plans and specifications approved by the County on Oct. 29th, 1930.

Respectfully submitted.

James L. Tighe

FINAL DECREE

October 8, 1930

Hampden, ss

To the Honorable Board of County Commissioners for the County of Hampden,

Respectfully represent the Strathmore Paper Company, a corporation having a usual place of business at West Springfield, in said county, and Commonwealth of Massachusetts, that it is the owner of certain tracts of land lying in West Springfield and North Agawam, in said county, that through said property flows a stream of water commonly called the Agawam River; that your petitioner desires to repair an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound some of the water of said stream by means of said dam.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

STRATHMORE PAPER COMPANY

A. E. Shattuck

Assistant Treasurer



Petition in this case was entered on the sixteenth day of October in the year of our Lord One Thousand Nine Hundred and Thirty, when the said petitioner filed certain plans and specifications, for approval, for repairs to existing mill dam across the Agawam River at Mittineague, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated October 28, 1930 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved October 29, 1930.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the repairs and to make a final report on the repairs to the dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 9, 1937 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

December 15, 1937

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Monson, Selectmen of the Town of, Petrs. for specific repairs on Silver Street, the work to begin at Wilbraham Town Line and extend in a southwesterly direction to intersection of Thayer & Reimers Rds, a distance of 6500 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Monson, in said County, that common convenience and necessity require that the highway known as Silver Street leading from Wilbraham to Monson be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Wilbraham Town Line and extend in a Southwesterly direction to Intersection of Thayer & Reimers Rds. a distance of 6500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 19th day of September 1934.

Howard L. Carew

Frederick J. Sullivan

Omer E. Bradway

Selectmen of the Town of Monson

The foregoing petition was entered on the 22nd day of September 1934, and due proceedings having been had thereon, on the 22nd day of December 1937, said Commissioners file the following Final Decree, to wit:



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 22, 1937

On the petition of the Selectmen of the Town of Monson for specific repairs on Silver Street, the work to begin at Wilbraham Town Line and extend in a southwesterly direction to intersection of Thayer and Reimers Roads, a distance of 6500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of October, A. D. 1934, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Silver Street in Monson, beginning at the Wilbraham-Monson line and extending southerly for a distance of 6000 feet, the road to be widened to 20 feet with additional 2 foot shoulders; the road to be excavated with a power shovel where necessary, and widened on two sharp corners; culverts to be installed where necessary; slopes to be fine graded; gravel to be spread on part of the subgrade.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Monson a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Monson.

This work was completed during December 1934, the full amount of the appropriation having been expended.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN.

August 11, 1936

Mayor of the City of Chicopee and Park Commissioners respectfully represent the City of Chicopee, Massachusetts in said County and Commonwealth of Massachusetts that the said city contemplates the purchase of property now owned by Bemis Estate or heirs on Front street, Chicopee, County of Hampden,

That on said property is a Dam and reservoir of water commonly known as Bemis Ice Pond,

That your petitioner desires to alter and reconstruct said dam on above mentioned premises according to plans and specifications annexed hereto and made a part thereof and to continue to collect and impound water by means of said dam.

Mayor of the City of Chicopee and Park Commissioners, Petrs. for approval of plans and specifications to alter and reconstruct the Bemis Ice Pond Dam.



Such reconstruction to be contingent upon the city acquiring legal title to above mentioned premises.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of General Laws of Massachusetts and that said plan and specifications may be retained and recorded and the work inspected during its progress as therein provided.

CITY OF CHICOPEE

By Anthony J. Stonina  
Mayor

Chairman Pks. Ike Alpert  
& Playg'd Comm.

Olen A. Bielski

(Seal)

Ernest M. Croteau Sec.

The foregoing petition was entered on the 15th day of August 1936, and due proceedings having been had thereon, the following Specifications were filed on August 15, 1936; Report of Engineer was filed on August 26, 1936; Interlocutory Decree was filed on September 9, 1936; Final Report of Engineer was filed on December 6, 1937; and Final Decree was filed on December 15, 1937, to wit:

CITY OF CHICOPEE

SPECIFICATIONS

FOR

RECONSTRUCTION OF THE BEMIS DAM

Office of the City Engineer,  
August 11, 1936.

HAMPDEN COUNTY  
APPROVED  
Sep. 9, 1936  
Thos. J. Costello  
Chas. W. Bray  
Maurice G. Donahue  
County Commissioners

GENERAL CONDITION OF SPECIFICATIONS

Article 1.

LOCATION:

These specifications are intended to cover reconstruction of what is known as the Bemis Dam, situated on The Bemis farm, Front Street, Chicopee, just easterly of Academy Street.

Article 2.

GENERAL CONDITIONS AT SITE:

The water elevation of this reservoir at present is about 126.50 ft. referred to sea level datum, and is governed at this height by the brickwork or wall opening to the old spillway. Prior to the commencement of the work hereinafter set forth it is intended that this present water level be reduced either by opening the present gate of spillway or breaking an opening in the side thereof to permit the water to runoff through this old spillway to such an elevation as will permit the placing of gravel fill, construction of the new spillway and proper cleaning of the border line of reservoir all to the satisfaction of the City Engineer.

During the reduction of the water elevation on this reservoir, the sediment, mud, vegetal and tree growth shall be removed for a distance of ten feet above the shore line of this reservoir as determined



by the floor of the reservoir. This shall be removed to sufficient depth as will contact the original soil.

Upon completion of the above mentioned work such openings in the old spillway shall be bricked up and made water tight preparatory to the placing of a concrete slab as hereinafter set forth.

Article 3.  
SCOPE OF WORK:

Reconstruction of the present earth dam. Remove present turf to depth of not less than 6" over such surface of both slopes as is beneath the proposed gravel refill, storing this turf in piles close to the dam where the same will not interfere with working operations, conveniently located so the same may be replaced over the new gravel refill when completed. Upon removal of above turf or topsoil, clean gravel having less than 5% loam suitable to C.E. shall be placed on the locations and slopes shown on the accompanying plan, profile and cross section, the downstream slope to be not less than 2 to 1, the upstream slope to be not less than 3 to 1, based on the assumed water level and dam elevation as shown on aforementioned plan, profile and cross sections.

Also to construct a new concrete spillway at the easterly end of present dam and over the same, substantially in the position as shown on aforementioned plan, profile and cross sections.

Article 4.  
EXCAVATION:

The topsoil or turf shall be removed by hand labor and wheeled to convenient storing piles, which piles shall be placed so as not to conflict with other work conditions which may be carried on at the same time. Any substitution of above method to meet with the approval of the City Engineer.

Excavation for new spillway shall be done by hand labor, or other, subject to approval of City Engineer. The sides of the excavation shall be properly sheeted or shored up where cuts exceed 5 ft. in depth, this sheeting shall remain until the new concrete spillway is in place and properly set, unless ordered to be left in place permanently by the City Engineer.

In the event that the present runoff or water level should increase to a point where the old brick vertical spillway could not effectively receive such runoff, then a coffer dam shall be built across the entrance to said new spillway, and a sluice way provided thru the new spillway placed in such manner as will not wash or undermine the newly placed concrete or falsework.

Upon completion of the whole work especially the new concrete spillway, the old brick vertical spillway shall be broken down such number of courses of brickwork as will insure a good and sufficient bond for the reception of a concrete slab. Brickwork which has to be removed shall be replaced with hard burned brick set in cement mortar to desired elevation. This opening to old spillway to be sealed with an 8" reinforced concrete slab of 1:2:3 mix placed at an elevation to be determined by the City Engineer.



The old earth dam surface or such remaining portion of it as is not effected by new construction shall be reshaped by removing the topsoil where necessary, the under or sub surface regraded, the present granite or masonry along the southerly or upstream slope to be removed to a depth of which will insure stability, the topsoil replaced and graded to an even surface.

Article 5.  
TILE DRAINS:

Tile drains 6" in diameter of vitrified clay shall be laid diagonally across the downstream slope not less than 2 ft. below the present or original surface, connected to the present culvert at the toe of the present slope. These tile shall be laid to grade and with open joints wrapped with burlap but not cemented to provide for the free flow of seepage or ground water.

A similar 6" vitrified drain shall be laid by "open joint" method beneath the floor of the spillway from the weir northerly, outletting through the proposed headwall as shown on plan. The trench for said tile drains shall be backfilled with coarse gravel or crushed stone.

Article 6.  
RIPRAP:

Riprap shall be placed at the outlet or mouth of the new spillway to a depth of not less than 1 ft. for the length and width as shown on plan, the center shall be depressed or dished to a contour such that low water runoff will be contained within its extreme edges.

Article 7.  
SPILLWAY:

- (a) The new spillway shall be of cement concrete as shown on plan. The foundation shall be a gravel fill as shown on plan.
- (b) Expansion joints of 3/8 inch asphaltic premoulded strips shall be placed not more than 25 ft. apart along the longest dimensions, also between footings and floor as shown on plan. These shall be kept 1/2" below finished surfaces and poured with hot asphalt to completed surface or flush therewith.
- (c) The inside or water surface of the sidewalls and floor shall be finished with a steel float and trowelled to a smooth surface, all spalls and projections shall be removed.

Article 8.  
CONCRETE:

- (a) The concrete shall be composed of cement, sand and broken stone in the proportion of 1:2:3 by volume, or if ready mixed then by weight.
- (b) The cement is to be any standard brand of Portland passing the usual tests, and in conformity with the requirements of the Standard Specifications for Portland Cement (A.S.T.M. Designation, C-9) of American Society for Testing Materials. Concrete will be reinforced with deformed steel rods and expanded wire mesh, to be placed as shown on plan, in the sizes as shown on said plan.



(c) Any excess concrete that may be left over at the end of the day's work or that has been standing more than 1 hr., is not to be retempered and used in any way.

(d) Fine and Coarse aggregates. The sand is to be clean sharp and free from loam. The crushed stone shall be 1-1/4" trap rock, clean and free of foreign matter.

Article 9.  
WATER CEMENT RATIO:

Water for this concrete shall not exceed six gallons of clean water per sack of cement (94 lbs. net).

Article 10.  
REMOVAL OF WATER:

Water shall be removed from excavation before concrete is deposited. Any flow of water to be diverted through proper side drains to a sump or be removed by other methods which will avoid washing the freshly placed concrete.

Article 11.  
PLACING:

The concrete shall be deposited in layers of the thickness required and shall be thoroughly compacted by working it with a straight shovel or slicing tool, kept moving up and down until all the ingredients have settled into their place by gravity and the surplus water has been forced to the surface. Care must be taken to keep the form moist and to work the materials well with shovels or other tools in the spaces between the forms, so as to obtain smooth surfaces. When a fresh layer of concrete is to be put on one which has set or partly set, the surface shall be roughened, thoroughly cleansed of foreign material and laitance, using a stiff wire brush and a stream of water, if required, and shall then be slushed with a mortar consisting of 1 part Portland cement and 2 parts of sand. When the placing of concrete is suspended, all necessary grooves for joining future work shall be made before the concrete has had time to set. When concrete is once started it shall be carried on as a continuous operation until the placing of one section is completed.

No wheeling, walking or working on finished surfaces will be allowed for 24 hours after they are so completed. Immediately after the face forms are removed, which shall not be before the concrete has completely hardened, the surface shall be freed from inequalities and projections. All voids shall be filled by floating with cement mortar, and the entire surface shall be brushed or broomed with a thin wash composed of equal parts of cement and fine sand. Unsatisfactory concrete shall be taken down and replaced, if directed by the Engineer.

Article 12.  
CLEANING FORMS:

Before placing concrete all equipment for mixing and transporting the concrete shall be cleaned, all debris and ice shall be removed from the place to be occupied by the concrete. The centers and forms of all surfaces shall be carefully cleaned and prepared or covered in a satisfactory manner, so that they may be readily removed and leave the concrete with a smooth presentable surface. All centers



and forms shall be substantially water-tight and of sufficient strength and so well placed that they will maintain their proper place and position during the placing and ramming of the concrete. No center or form shall be used which is not clean, of approved shape and strength, and in every way suitable. Deformed broken or defective centers or forms shall be removed from the work. Care must be taken to prevent shavings, sawdust or other wastes from the making of wooden forms and centers from becoming embedded in the masonry.

Forms and centers shall be left in place until the concrete has set sufficiently to permit their removal without danger to the structure, and until so much of the backfilling or embankment, as may be directed, has been put in place. Unless otherwise ordered, no center shall be struck until the backfilling over it has been completed to the elevation of a horizontal plane 2 feet above the top of the completed masonry. In no case shall forms or centers be struck or removed until permission to do so has been given by the Engineer.

Article 13.

MIXING:

(a) The concrete shall be mixed until there is a uniform distribution of the materials and the mass is uniform in color and homogeneous. The mixing shall continue for at least one minute after all ingredients are in the mixer.

(b) Hand Mixing. Cement, sand and rock shall be measured (not estimated) in the given proportions, and mixed in a proper box, or on a floor, and in no case on the ground. Mixing of materials shall be done thoroughly by machine wherever practicable, and always in batches. When mixed by hand, the cement and sand shall be first thoroughly mixed dry until the color of the material is uniform in tint, and then made into a soft mortar by gradually adding clean water and hoeing or otherwise working until a uniform homogeneous mixture is obtained. The stone shall be spread upon a suitable floor to a depth of about 6 inches and thoroughly wetted, and the mortar spread evenly over it. The whole mass shall then be turned with square-end shovels until it shall become mixed to the satisfaction of the Engineer. The concrete shall be kept in motion until deposited in place; should any be permitted to set before it is placed and tamped, it shall be removed and not used again. Hand-mixed batches shall not be larger than 1 cu. yd. in volume. The concrete shall not be mixed in larger quantity than is required for immediate use.

Article 14.

TRANSPORTING:

Concrete shall be handled from the mixer to the place of final deposit as rapidly as practicable by methods which will prevent the separation or loss of ingredients. Under no circumstances shall concrete that has partially hardened be deposited in the work. When concrete is conveyed by chuting, the plant shall be of such size as to insure a continuous flow in the chute. When the operation is intermittent, the chute shall be flushed with water before and after each run; the water thus used to be discharged outside the forms.



Article 15.  
REINFORCEMENT:

The reinforcement shall be so placed that it shall be 1-1/2" below and parallel to the finished surface of the concrete and shall extend within four (4) inches of the sides and ends of exposed surface or edges. The mesh shall be made up in sections of the proper length and width and shall be placed before concrete is deposited. The bars shall be free from scale, rust, oil or other deleterious matter. Bars shall be fastened together at each intersection by means of spring clip or other device. Bars shall be rigidly supported on approved chairs.

Article 16.  
CURING:

Except during the colder months, the contractor shall keep all concrete masonry wet by sprinkling with water or covering with wet sacking for a period of seven (7) days after being deposited until it shall have become thoroughly set and hard enough to prevent its drying and cracking. Sufficient tarpaulin or other covering shall be provided to protect fresh work from the action of the elements.

Article 17.  
DEPOSITING IN COLD WEATHER:

When concrete is deposited at near freezing temperatures, the concrete shall have a temperature of at least 50° F., but not more than 120° F. The concrete shall be maintained at a temperature of at least 50°F. for not less than 72 hours after placing.

REPORT OF ENGINEER

August 26, 1936

The Hon. The Board of County Commissioners  
Hampden County, Court House  
Springfield, Mass.

Thomas J. Costello, Chairman,

Dear Sir:

As directed I have examined the plans and specifications dated August 11th, 1936 filed for your approval by the City of Chicopee for, as the specifications states,

"The re-construction of what is known as the Bemis Dam situated on the Bemis farm, Front St, Chicopee just easterly of Academy Street."

The dam in question is built across Dingle Brook so called, at a point about 300 feet upstream from Front St. where the drainage area contributory is one and a half square miles. It is an earthen embankment 330 feet in length, with its top about 27 feet in height above the natural streambed. At a point about 150 feet from its east end, the spillway overflow is located. This is a brick masonry circular well, 4 feet in diameter, from the bottom of which a pipe 30 inches in diameter, is laid through the dam to a point below its downstream toe.

The dam was built over 70 years ago to form an ice pond. It was increased in section afterwards and raised in height until it formed a pond of about 24 acres in area.



Some years ago, because of leakage being observed along its downstream toe, especially towards its west end, and of some unequal settlement showing in the east end of the embankment, the County, in view of the damage that might result from failure of the structure, advised the lowering of the overflow. Accordingly this was lowered about 3 feet and, besides, a temporary emergency flood flow channel, was excavated around the east end of the dam as a further protection.

The pond had been always used as an ice pond. The ice house, however, attached thereto, was destroyed by fire in 1930 and little use, outside of fishing and skating by the public, has been made of the pond since then.

The City of Chicopee expects to purchase the property for recreation purposes, and having this in view, proposes to reconstruct and strengthen the dam and maintain the pond at nearly its present level, inasmuch as the crest of the proposed overflow or spillway, will only be about 4 inches higher than the present brick masonry overflow.

The proposed overflow and overflow channel will be built of reinforced concrete with an open joint drain pipe laid under the channel floor. The elevation of the crest of the overflow will be 126.50 referred to sea-level datum, while the top of the dam will remain at its present level of 133.50. This difference in level between the crest of the proposed overflow and the top of the dam, will provide a free board of 7 feet.

The proposed overflow channel, as shown on the plans, is 10 feet in width. Consequently, because of this 10 foot width of channel and 7 foot free board, the discharging capacity of the overflow, will be so very ample that it need not be further considered. The overflow channel will be 114 feet in length and will discharge on a stone rip-rap laid below the toe of the dam.

The reconstruction of the embankment will consist of gravel-fill, deposited and hardened in place so as to give an upstream slope of not less than 1 on 3 and a downstream slope of not less than 1 on 2.

In the toe of the downstream slope a vitrified tile pipe will be laid with open joints, in order to drain away any seepage passing through the center of the embankment and thus add stability to the structure.

In the reconstruction work the present circular brick masonry overflow, will not be disturbed but will be discontinued by properly sealing its opening on top with a concrete slab.

It is very evident that the plans and specifications for the reconstruction of this Bemis dam, so called, have been prepared after a careful study of the conditions and, assuming that the work will be done in accordance therewith, I have no hesitation in recommending them for your approval.

Respectfully submitted

James L. Tighe



Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF  
HAMPDEN.

August 11, 1936

Mayor of the City of Chicopee and Park Commissioners respectfully represent the City of Chicopee, Massachusetts in said County and Commonwealth of Massachusetts that the said city contemplates the purchase of property now owned by Bemis Estate or heirs on Front street, Chicopee, County of Hampden, that on said property is a Dam and reservoir of water commonly known as Bemis Ice Pond, that your petitioner desires to alter and reconstruct said dam on above mentioned premises according to plans and specifications annexed hereto and made a part thereof and to continue to collect and impound water by means of said dam. Such reconstruction to be contingent upon the city acquiring legal title to above mentioned premises.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of General Laws of Massachusetts and that said plans and specifications may be retained and recorded and the work inspected during its progress as therein provided.

CITY OF CHICOPEE

By Anthony J. Stonina  
Mayor

Chairman Pks. Ike Alpert  
& Playg'd Comm. Olen A. Bielski  
Ernest M. Croteau Sec.

SEAL

Hampden, ss: County Commissioners' Meeting September 9, 1936

The foregoing petition was entered on the fifteenth day of August in the year of our Lord, One Thousand Nine Hundred and Thirty-Six, when the said petitioners filed said plans and specifications to alter and reconstruct the Bemis Ice Pond Dam in Chicopee, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plans and specifications in accordance with report of said James L. Tighe.

Thos. J. Costello )  
Charles W. Bray )County  
Maurice G. Donahue )Commissioners  
of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 6, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

I recommend for your acceptance the re-construction of the



Bemis Ice Pond dam, so called, by the owner, the City of Chicopee. This dam has been reconstructed in accordance with the plans and specifications for the doing of the work approved by the County on September 9th, 1936.

Respectfully submitted

James L. Tighe

FINAL DECREE

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN.

August 11, 1936

Mayor of the City of Chicopee and Park Commissioners respectfully represent the City of Chicopee, Massachusetts in said County and Commonwealth of Massachusetts that the said city contemplates the purchase of property now owned by Bemis Estate or heirs on Front street, Chicopee, County of Hampden,

That on said property is a Dam and reservoir of water commonly known as Bemis Ice Pond,

That your petitioner desires to alter and reconstruct said dam on above mentioned premises according to plans and specifications annexed hereto and made a part thereof and to continue to collect and impound water by means of said dam.

Such reconstruction to be contingent upon the city acquiring legal title to above mentioned premises.

Wherefore, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of General Laws of Massachusetts and that said plans and specifications may be retained and recorded and the work inspected during its progress as therein provided.

CITY OF CHICOPEE

By Anthony J. Stonina  
Mayor

Chairman Pks. Ike Alpert  
& Playg'd Comm. Olen A. Bielski

Seal

Ernest M. Croteau Sec.

Petition in this case was entered on the fifteenth day of August in the year of our Lord One Thousand Nine Hundred and Thirty-Six, when the said petitioner filed certain plans and specifications, for approval, to alter and reconstruct the Bemis Ice Pond Dam in Chicopee, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated August 26, 1936 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on September 9, 1936.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the



alteration and reconstruction and to make a final report on the alteration and reconstruction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 6, 1937 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

December 15, 1937

Thos. J. Costello )  
 Charles W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 ) of the County  
 ) of Hampden.

Hampden, Mass. March 15, 1937.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to North Wilbraham and known as North Monson and Glendale Road be relocated, and alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as necessary, the work to begin at Station 59 and continue for a distance of 3,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 15th day of March 1937.

Neil S. Kibbe ) Selectmen  
 Norman W. Millard ) of  
 ) Hampden

The foregoing petition was entered on the 19th day of March 1937, and due proceedings having been had thereon, on the 6th day of October 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1937

On the petition of the Selectmen of Hampden for relocation, alterations and specific repairs on North Monson Road also known as Glendale Road, beginning at station 59 for a distance of 3,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, sur-

Hampden, Selectmen of, Petrs. for relocation, alterations, and specific repairs on North Monson Road also known as Glendale Road, beginning at station 59 for a distance of 3,000 feet more or less, and for aid.



face with gravel mixed in place with tar and otherwise improve about 2,000 feet of roads in Hampden, leading to North Wilbraham, and being known as the North Monson and Glendale Roads; the work to begin at the end of the section of said road improved in 1936, station 58+50 and extend in a northerly direction to station 78+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed ONE THOUSAND THREE HUNDRED DOLLARS (\$1,300.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Hampden.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on Miller Street, beginning at station 143+50 and extending northerly for a distance of 1750 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from WILBRAHAM to LUDLOW and known as "MILLER STREET" be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 143 + 50 and extend in a NORTHERLY direction for a distance of 1750 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirty-first day of March, 1937.

Alexander J. Butters )  
Robert M. Mackintosh ) Selectmen  
Raymond L. Warren ) of the Town  
of Ludlow.

The foregoing petition was entered on the 1st day of April 1937, and due proceedings having been had thereon, on the 13th day of October 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1937

On the petition of the Selectmen of the Town of Ludlow for specific repairs on Miller Street, beginning at station 143+50 and extending northerly for a distance of 1750 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the



said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

To grade, surface with bituminous macadam and otherwise improve about 1,100 feet of road in Ludlow, leading to Wilbraham, and being known as Miller Street; the work to begin at the end of the section of said road improved in 1936, station 144, and extend in a northerly direction to station 155 - and to grade, surface with bituminous macadam and otherwise improve about 700 feet of road in Ludlow, leading from North Wilbraham, and being known as Miller Street; the work to begin at the end of the section of said road recently improved, station 155, and extend in a northerly direction to station 162+0+;

these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello	)
Chas. W. Bray	)County
Margaret V. Donahue	)Commissioners
	)of the County
	)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENTS your petitioners, that they are the Board of Selectmen of the Town of Agawam; that common convenience and necessity requires the alteration, relocation and establishment of the boundaries and specific repairs be made on a certain street called Poplar Street in the Town of Agawam, so that said street shall be at least fifty (50) feet wide:

Beginning at a point at or near the junction of Williams Street and Springfield Street and running thence Southwesterly to Shoemaker Lane a distance of approximately one mile.

WHEREFORE, your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to order the layout, relocation, alteration, widening and specific repairs of said highway.

Dated this 30th day of March, 1937.

Board of Selectmen of the Town of Agawam	{	Giles W. Halladay
		Herman A. Cordes
		Rocco Cascella

The foregoing petition was entered on the 6th day of April 1937, and due proceedings having been had thereon, on the 22nd day of December 1937, said Commissioners file the following Layout Report, to wit:

Agawam, Board of Selectmen of the Town of, Petrs. for layout, relocation, alteration, widening and specific repairs on Poplar Street beginning at a point at or near junction of Williams St and Springfield St and running southwesterly to Shoemaker Lane a distance of approximately one mile.



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 22, 1937

On the petition of the Selectmen of the Town of Agawam for layout, relocation, alteration, widening and specific repairs on Poplar Street beginning at a point at or near junction of Williams Street and Springfield Street and running southwesterly to Shoemaker Lane a distance of approximately one mile.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July A. D. 1937, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out and bounded. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out and bound said highway in the manner following:

Beginning at a S. B. in the southerly line of Springfield Street, said S. B. Bearing south  $58^{\circ} 13' 30''$  W. and being 591.04 feet distant from a CHB marking said southerly line of Springfield Street near the former Theodore Hess estate, and bearing thence south  $45^{\circ} 51'$  W. for a distance of 309.33 feet to a stone bound marking the easterly line of Henry Street; thence continuing south  $45^{\circ} 51'$  W a distance of 107.11 feet to a S. B. marking the westerly line of Henry Street, thence continuing south  $45^{\circ} 51'$  W a distance of 365.91 feet to a S. B. at a line dividing the land of James Sadak from the land Fausto Fenne; thence south  $40^{\circ} 05'$  W. a distance of 341.62 feet to a S. B. marking the beginning of a curve into Mill Street, thence continuing south  $40^{\circ} 05'$  W. across said Mill Street for a distance of 119.93 feet to a S. B. marking the end of a curve from Mill Street, thence continuing south  $40^{\circ} 05'$  W. for a distance of 866.86 feet to a S. B. near the home of Carlo Marchetti, thence bearing south  $44^{\circ} 48'$  W. for a distance of 351.25 feet to a stone bound near house No. 34, owned by Louis De Palma, thence S.  $35^{\circ} 43'$  W. to a S. B. a distance of 762.85 feet marking the beginning of a curve into Garden Street; thence bearing southerly and easterly for a distance of 50.78 feet on the arc of a curve to the left, radius 25 feet to a S. B. Marking the end of said curve into Garden Street and being in the northerly line of Garden Street; thence bearing south  $9^{\circ} 20'$  W. for a distance of 50 ft. to a point in the southerly line of Garden Street; thence bearing N.  $80^{\circ} 40'$  W. for a distance of 184.82 feet to a S. B. near the house of D'Christofero; thence bearing N.  $89^{\circ} 43'$  W. for a distance of 426.25 feet to a S. B. near the house of M. Depento and marking the beginning of a curve to the left; thence bearing westerly and southerly for a distance of 431.17 feet in the arc of a curve to the left radius 464.88 feet to a S. B. marking the end of said curve and nearly opposite the house of John Woishnis; thence bearing south  $36^{\circ} 34' 30''$  W. for a distance of 604.23 feet to a S. B nearly opposite the house of Sidor Rachek, thence bearing south  $42^{\circ} 45' 30''$  W. for a distance of 349.61 feet to a S. B. marking the beginning of a curve



into Shoemaker Lane, thence bearing southerly and easterly for a distance of 80.53 feet in the arc of a curve to the left, radius 40 feet to a S. B. marking the end of said curve and being in the northerly line of Shoemaker Lane.

The above courses and distance describe the southerly line of a highway known as Poplar Street, as laid out by the County Commissioners of the County of Hampden; thence bearing N.  $72^{\circ} 36' 30''$  W. for a distance of 85.98 feet along said northerly line of Shoemaker Lane to an angle point in said northerly line; thence bearing N.  $79^{\circ} 36' 30''$  W. for a distance of 125.62 feet along said northerly line of Shoemaker Lane to a S. B. marking the beginning of a curve into Poplar Street, thence bearing southerly and easterly for a distance of 166.02 feet in the arc of a curve to the left, radius 165 feet to a S. B. marking the end of said curve; thence bearing N.  $42^{\circ} 45' 30''$  E. for a distance of 346.91 feet to a S. B. in front of the house of S. Rachek; thence bearing N.  $36^{\circ} 34' 30''$  E. for a distance of 601.53 feet to a S. B. near the house of J. Woishnis and marking the beginning of a curve to the right, thence bearing northerly and easterly for a distance of 477.55 feet on the arc of said curve to the right, radius 514.88 feet to a S. B. in front of the house of M. Depento marking the end of said curve; thence bearing south  $89^{\circ} 43'$  E. for a distance of 444.15 feet to a S. B. nearly opposite the house of G. D'Christofero and marking the beginning of a curve to the left; thence bearing easterly and northerly for a distance of 164.93 feet on the arc of a curve to the left, radius 175 feet to a S. B. marking the end of said curve, thence bearing north  $35^{\circ} 43'$  E. for a distance of 728.04 feet to a S. B.; thence bearing N.  $44^{\circ} 48'$  E. for a distance of 353.31 feet to a S. B.; thence bearing N.  $40^{\circ} 05'$  E. for a distance of 825.12 feet to a S. B. marking the beginning of a curve into Mill Street; thence continuing north  $40^{\circ} 05'$  E. for a distance of 119.93 feet to a S. B. marking the end of a curve from Mill Street, thence continuing North  $40^{\circ} 05'$  E. for a distance of 383.96 feet to a S. B., thence bearing N.  $45^{\circ} 51'$  E. for a distance of 418.63 feet to a S. B. marking the beginning of a curve into Springfield Street, thence bearing northerly and westerly for a distance of 43.88 feet on the arc of a curve to the left, radius 15 feet to a S. B. marking the end of said curve and being the southerly line of Springfield Street.

The above courses and distances describe the northerly line of the highway known as Poplar Street; thence bearing N.  $58^{\circ} 13' 30''$  E. along the southerly line of said Springfield Street, for a distance of 371.67 feet to the S. B. at the place of beginning.

The above described highway is 50 feet in width throughout except for the radial widenings described at its beginning at Springfield Street, its junction with Garden Street, and its end at Shoemaker Lane.



AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Agawam in said County.

Parcel of Land on the Northerly side of Poplar Street owned by BARBARA ARNOLD.

Beginning at a point at the land of John Woishnis, said point being on the arc of a curve to the right, radius 514.88 feet in the northerly line of Poplar Street as laid out by the County Commissioners of Hampden County, and bearing thence westerly by the arc of said curve for a distance of 84.50 feet to a county highway bound marking the end of said curve; thence bearing N 89° 43 E for a distance of 444.15 feet to a county highway bound marking the beginning of a curve to the left; thence bearing easterly and northerly by the arc of said curve radius 175 feet for a distance of 90.43 feet to the land of Gaetano D'Christofero; thence, southerly for a distance of 61 feet to the center line of the present travelled way in Poplar Street; thence running westerly along the center line of said travelled way for a distance of 602 feet more or less; thence, northerly for a distance of 31 feet more or less to the point of beginning.

The above described parcel of land contains about 21,904 sq.ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 H.

Parcel of Land on the Northerly side of Poplar Street owned by HOMER and WILLIS E. FLOWER.

Beginning at a point at the land of Albert and Martha K. Koch said point being in the northerly line of Poplar Street, as laid out by the County Commissioners of Hampden County; thence bearing N 44° 48 E for a distance of 243.31 feet to a county highway bound marking an angle in said line; thence bearing N 40° 05 E for a distance of 825.12 feet to a county highway bound marking the beginning of a curve, radius 15 feet joining the said line with the southerly line of Mill Street; thence continuing N 40° 05 E along said line of Poplar Street for a distance of 60 feet more or less to the center line of the present travelled way in Mill Street; thence, easterly by said center line for a distance of 47 feet more or less to a point where said center line of the travelled way in Mill Street intersects the center line of the present travelled way in Poplar Street; thence, south westerly by said center line for a distance of 1140 feet more or less to the land of Albert and Martha Koch; thence, westerly for a distance of 27 feet more or less to the point of beginning.

The above described parcel of land contains about 36,544 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 Q.



Parcel of Land on the Northerly side of Poplar Street owned by JOHN WOISHNIS.

Beginning at a point in the northerly line of Poplar Street as laid out by the County Commissioners of Hampden County, at the land of Wicenty and Teodora Drewnowski; thence bearing N 36° 34 30 E along said line of Poplar Street for a distance of 451.73 feet to a county highway bound marking the beginning of a curve in the northerly line of said highway; thence running northerly and easterly by the arc of said curve to the right, radius 514.88 feet for a distance of 393.05 feet to a point in said line at the land of Barbara Arnold; thence running southerly for a distance of 31 feet more or less to the center line of the present travelled way in Poplar Street; thence running westerly and southerly along the center line of said travelled way for a distance of 809 feet more or less to the land of said Drewnowski; thence, northwesterly for a distance of 25 feet more or less to the point of beginning.

The above described parcel of land contains about 25,496 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 F.

Parcel of Land on the Northwesterly side of Poplar Street owned by GAETANO D'CHRISTOFERO.

Beginning at a point in the center line of the present travelled way in Poplar Street and marking the southeasterly corner of the land of Barbara Arnold; thence bearing northerly for a distance of 61 feet more or less to the northerly line of Poplar Street as laid out by the County Commissioners of Hampden County; thence bearing easterly and northerly by the arc of a curve to the left, radius 175 feet for a distance of 74.50 feet to a county highway bound marking the end of said curve; thence bearing N 35° 43E for a distance of 166 feet to the land of Charles and Fannie Woishnis; thence running easterly for a distance of 33 feet more or less to the afore-mentioned center line of the travelled way in Poplar Street; thence running southerly along said center line for a distance of 303 feet more or less to a point where said center line intersects the center line of the present travelled way in Garden Street produced; at other land of Gaetano D'Christofero; thence westerly along the center line of the present travelled way in Poplar Street for a distance of 9 feet more or less to the point of beginning.

The above described parcel of land contains about 7,016 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 J.



Parcel of Land on the Northwesternly side of Poplar Street owned by LOUIS DEPALMA.

Beginning at a point where the center line of the present travelled way in Poplar Street intersects the southerly line of Springfield Street as laid out by the County Commissioners of Hampden County; thence running southwesterly by the center line of said travelled way for a distance of 1152 feet more or less to a point where the said center line of Poplar Street intersects the center line of the present travelled way in Mill Street; thence northwesterly by the center line of said travelled way in Mill Street for a distance of 40 feet more or less to the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County; thence bearing N 40° 05 E for a distance of 47 feet more or less to a county highway bound marking the end of a curve joining the northerly line of Mill Street with the northwesterly line of Poplar Street; thence bearing N 40° 05 E for a distance of 383.96 feet to a county highway bound marking an angle in said line of Poplar Street; thence bearing N 45° 51 E for a distance of 418.63 feet to a county highway bound marking the beginning of a curve joining the northwesterly line of Poplar Street with the southerly line of Springfield Street; thence by the arc of said curve radius 15 feet for a distance of 43.88 feet to a county highway bound in said southerly line of Springfield Street and marking the end of said curve; thence bearing N 58° 13 30 E along said line of Springfield Street for a distance of 332 feet more or less to the point of beginning.

The above described parcel of land contains about 35,856 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 U.

Parcel of Land on the Northwesternly side of Poplar Street owned by WICENTY and TEODORA DREWNOWSKI.

Beginning at a point in the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County, said point being on the northerly line of the property of Sidor and Annie Rachek; thence bearing N 36° 34 30 E along said line of Poplar Street for a distance of 124.50 feet to a point in said line and being on the westerly line of the property of John Woishnis; thence running southerly for a distance of 25 feet more or less to the center line of the present travelled way of Poplar Street; thence running southwesterly along the center line of said travelled way for a distance of 124 feet more or less; thence running southwesterly for a distance of 18 feet more or less to the point of beginning.

The above described parcel of land contains about 2,752 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 D.

Parcel of Land on the Northwesternly side of Poplar Street owned by ALBERT and MARTHA KOCH.

Beginning at a point in the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County, at the land of



Charles and Fannie Woishnis; thence bearing N 35° 43 E for a distance of 146 feet to a county highway bound marking an angle in said line of Poplar Street; thence bearing N 44° 48 E for a distance of 110 feet to the land of Homer and Willis E. Flower; thence, easterly for a distance of 27 feet more or less to the center line of the present travelled way in Poplar Street; thence running southerly by the center line of said travelled way for a distance of 254 feet more or less; thence westerly for a distance of 29 feet to the point of beginning.

The above described parcel of land contains about 7,072 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 N.

Parcel of Land on the Northwestern side of Poplar Street owned by MICHAEL and FRANCES POSZKOWSKI. (near the corner of Shoemaker Lane) Beginning at a county highway bound in the northerly line of Shoemaker Lane and marking the beginning of a curve joining the northerly line of Shoemaker Lane with the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County; thence bearing easterly and northerly along said highway line by the arc of a curve to the left, radius 165 feet, for a distance of 166.02 feet to a county highway bound marking the end of said curve; thence bearing N 42° 45 30 E for a distance of 283.91 feet to the land of Sidor and Annie Rachek; thence bearing easterly for a distance of 10 feet more or less to the center of the present travelled way of Poplar Street; thence running southwesterly along the center line of said travelled way for a distance of 353 feet more or less to the northerly line of Shoemaker Lane; thence bearing N 72° 36 30 W along said line of Shoemaker Lane for a distance of 31 feet more or less to an angle in said line; thence bearing N 79° 36 30 W along said line for a distance of 125.62 feet to the place of beginning.

The above described parcel of land contains about 8,824 sq. ft. and all is as shown on a plan made by Durkee, White and Towne, and numbered 66-3046 B.

Parcel of Land on the NORTHWESTERLY side of Poplar Street owned by SIDOR and ANNIE RACHEK. Beginning at a point in the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County, said point being on the northerly line of the property of Michael and Frances Poszkowski; thence bearing N 42° 45 30 E along said highway line for a distance of 63 feet to a county highway bound marking an angle point in the northwesterly line of said highway; thence bearing N 36° 34 30 E along said highway line for a distance of 25.3 feet to a point being on the southerly line of the land of Wicenty and Teodora Drewnowski; thence running easterly for a distance of 18 feet more or less to the center line of the present travelled way in Poplar Street; thence running southwesterly along the center line of said travelled way for a distance of 100 feet more or less; thence running westerly for a distance of 10 feet



more or less to the point of beginning.

The above described parcel of land contains about 1016 sq. ft. and all is as shown on a plan made by Durkee, White and Towne, and numbered 66-3046 C.

Parcel of Land on the Northwesterly side of Poplar Street owned by CHARLES and FANNIE WOISHNIS.

Beginning at a point in the northwesterly line of Poplar Street as laid out by the County Commissioners of Hampden County at the land of Gaetano D'Christofero; thence bearing N 35° 43 E for a distance of 416.04 feet to the land of Albert and Martha Koch; thence, easterly for a distance of 29 feet more or less to the center line of the present travelled way in said Poplar Street; thence running southwesterly by the center line of said travelled way for a distance of 410 feet; thence westerly for a distance of 33 feet to the point of beginning.

The above described parcel of land contains about 10,552 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 M.

Parcel of Land on the Southerly side of Poplar Street owned by GAETANO D'CHRISTOFERO.

beginning at a point in the southerly line of Poplar Street as laid out by the County Commissioners of Hampden County, said point being in the easterly line of the property of Michael and Theresa Depento; thence running northerly for a distance of 17 feet more or less to the center line of the present travelled way in Poplar Street; thence running easterly and southerly along the center line of said travelled way for a distance of 540 feet more or less; thence bearing S 9° 20 W for a distance of 22 feet more or less to a point in the southerly line of said highway; thence bearing N 80° 40 W for a distance of 184.82 feet to a county highway bound marking an angle in the southerly line of said highway; thence bearing S 88° 43 W for a distance of 353.45 feet to the point of beginning.

The above described parcel of land contains about 8,664 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 I.

Parcel of Land on the Southeasterly side of Poplar Street at the corner of Shoemaker Lane owned by DANIELO and GRACE CESAN.

Beginning at a county highway bound in the northerly line of Shoemaker Lane, said bound marking the end of a curve, radius 40 feet joining the southeasterly of Poplar Street as laid out by the County Commissioners of Hampden County, with the northerly line of said Shoemaker Lane and bearing thence, N 72° 36 30 W for a distance of 60 feet more or less to a point where the center line of the present travelled way in Poplar Street intersects the said northerly line of Shoemaker Lane; thence running northeasterly along the center line of said travelled way in Poplar Street for a distance of 490 feet more or less; thence



running southeasterly for a distance of 30 feet more or less to the southeasterly line of said Poplar Street; thence bearing S 36° 39' 30" W along said line for a distance of 103.48 feet to a county highway bound marking an angle in said line; thence bearing S 42° 45' 30" W along said south easterly line of Poplar Street for a distance of 349.61 feet to a county highway bound marking the beginning of the aforementioned curve; thence bearing westerly and southerly by the arc of said curve, radius 40 feet for a distance of 80.53 feet to the county highway bound at the place of beginning.

The above described parcel of land contains about 16,000 sq. ft. or nearly 0.37 of an arc and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 A.

Parcel of Land on the Southeasterly side of Poplar Street owned by LOUIS DEPALMA.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being on the southerly line of the land of Albino and Ugolina O'Leary; thence bearing S 35° 43' W for a distance of 116 feet along the said line of Poplar Street; thence running westerly for a distance of 25 feet more or less to the center line of the present travelled way in said Poplar Street; thence running northeasterly by the center line of said travelled way for a distance of 116 feet more or less; thence easterly for a distance of 24 feet more or less to the point of beginning.

The above described parcel of land contains about 2,712 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-2046 L.

Parcel of Land on the Southeasterly side of Poplar Street owned by LOUIS DEPALMA.

Beginning at a point where the center line of the present travelled way in Garden Street produced intersects the center line of the present travelled way in Poplar Street; thence running northeasterly by the center line of the said travelled way in Poplar Street for a distance of 705 feet more or less to the southerly line of other land of Louis DePalma; thence bearing easterly along said other land of Louis DePalma for a distance of 25 feet to the southeasterly line of Poplar Street as laid out by the County Commissioners of Hampden County; thence bearing S 35° 43' W along said line of Poplar Street for a distance of 643.85 feet to a county highway bound marking the beginning of a curve joining the southeasterly line of Poplar Street with the northerly line of Garden Street, thence westerly and southerly by the arc of said curve, radius 25 feet for a distance of 50.78 feet to a county highway bound marking the end of said curve; thence bearing S 9° 20' W for a distance of 38 feet more or less to the center line of the present travelled way in Garden Street produced; thence running westerly by said center line for a distance of 80 feet more or less to the point of beginning.



The above described parcel of land contains about 19,264 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 K.

Parcel of Land on the Southeasterly side of Poplar Street owned by MICHAEL AND THERESA DEPENTO.

#1 Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, at the westerly line of the land of Gaetano D'Christofero, and bearing thence S 89° 43' W along said highway line for a distance of 72.8 ft to a county highway bound marking the beginning of a curve to the left; thence bearing westerly and southerly along the arc of said curve, radius 464.88 feet for a distance of 338 feet more or less to a point where the center line of the present travelled way in Poplar Street intersects the aforementioned highway line; thence bearing northerly along the center line of said travelled way for a distance of 422 feet more or less to the westerly line of the land of Gaetano D'Christofero; thence southerly along said westerly line for a distance of 17 feet more or less to the point of beginning.

The above described parcel of land contains about 6248 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 GI.

#2 Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, at the northerly line of the land of the Heirs of Vito Lorenzo Depento, and bearing thence easterly for a distance of 22 feet more or less to the center line of the present travelled way in Poplar Street; thence running northerly along the center line of said travelled way for a distance of 183 feet more or less to a point where said center line intersects the aforementioned highway line; thence bearing southerly along said highway line by the arc of a curve to the left, radius 464.88 feet for a distance of 54 feet more or less to a county highway bound marking the end of said curve; thence bearing S 36° 34' 30" W for a distance of 106.2 feet to the point of beginning.

The above described parcel of land contains about 3048 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 G2.

Parcel of Land on the Southeasterly side of Poplar Street owned by The Heirs of VITO LORENZO DEPENTO.

Beginning at a point in the southerly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being at the northerly line of the land of Danielo and Grace Cesari; thence running westerly for a distance of 30 feet more or less to the center line of the present travelled way in Poplar Street; thence running northerly along the center line of said travelled way for a distance of 388 feet more or less; thence easterly for a distance of 22 feet more or less to a point in the aforementioned southerly line of Poplar Street at the land of Michael and Theresa Depento; thence bearing S 36° 34' 30" W for



a distance of 384.05 feet to the point of beginning.

The above described parcel of land contains about 9,792 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 E.

Parcel of Land on the Southeasterly side of Poplar Street owned by Daniel Didonato.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County said point being on the northerly line of the land of Homer and Willis E. Flower; thence running westerly for a distance of 20 feet more or less to the center line of the present travelled way in said Poplar Street; thence northeasterly by the center line of said travelled way for a distance of 330 feet to the center line of the present travelled way in Mill Street; thence easterly along the center line of said travelled way for a distance of 15 feet more or less to the southeasterly line of said Poplar Street; thence bearing S 40° 05 W for a distance of 57 feet more or less to a county highway bound marking the end of a curve joining the southerly line of Mill Street with the southeasterly line of Poplar Street; thence bearing S 40° 05 W for a distance of 270.46 feet to the point of beginning.

The above described parcel of land contains about 4,792 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 T.

Parcel of Land on the Southeasterly side of Poplar Street owned by HOMER and WILLIS E. FLOWER.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being on the northerly line of the land of Amelia L. Hill; thence running northwesterly for a distance of 20 feet more or less to the center line of the present travelled way in said Poplar Street; thence running northeasterly by the center line of said travelled way for a distance of 318 feet more or less; thence easterly for a distance of 20 feet more or less to a point in the southeasterly line of Poplar Street, said point being on the southerly line of the land of Daniel DiDonato; thence bearing S 40° 05 W for a distance of 322.96 feet to the point of beginning.

The above described parcel of land contains about 4,988 sq. ft. and all is as shown on a plan made by Durkee, White and Towne, and numbered 66-3046 S.

Parcel of Land on the Southeasterly side of Poplar Street owned by AMELIA L. HILL.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being on the northerly line of the land of Carlo and Mary Marchetti; thence running in a northwesterly direction for a distance of 21 feet to the center line of the present travelled way in said Poplar Street;



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thence running north easterly along the center line of said travelled way for a distance of 190 feet more or less; thence running easterly for a distance of 20 feet more or less to a point in the southeasterly line of said highway, said point being in the southerly line of the land of Homer and Willis E. Flower; thence bearing S 40° 05 W along said line of Poplar Street for a distance of 191.14 feet to the point of beginning.

The above described parcel of land contains about 3,248 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 R.

Parcel of Land on the Southeasterly side of Poplar Street owned by CARLO and MARY MARCHETTI.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being in the northerly line of the land of Alibino and Ugolina O'Leary; thence running westerly for a distance of 34 feet more or less to the center line of the present travelled way in said Poplar Street; thence running northeasterly by the center line of said travelled way for a distance of 327 feet more or less; thence easterly for a distance of 21 feet more or less to a point in the southeasterly line of said Poplar Street; thence bearing S 40° 05 W for a distance of 82.30 feet to a county highway bound marking an angle in said line; thence bearing S 44° 48 W for a distance of 234.45 feet to the point of beginning.

The above described parcel of land contains about 8,264 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 P.

Parcel of Land on the Southeasterly side of Poplar Street owned by ALBINO and UGOLINA O'LEARY.

Beginning at a point in the southeasterly line of Poplar Street as laid out by the county commissioners of Hampden County, said point being on the northerly line of land of Louis Dipalma; thence running westerly for a distance of 27 feet more or less to the center line of the present travelled way in said Poplar Street; thence running northeasterly by the center line of said travelled way for a distance of 118 feet more or less; thence easterly for a distance of 34 feet more or less to a point in said southeasterly line of Poplar Street; thence bearing S 44° 48 W for a distance of 116.80 feet to a county highway bound marking an angle in said line; thence bearing S 35° 43 W for a distance of 3.20 feet to the point of beginning.

The above described parcel of land contains about 2,856 sq. ft. and all is as shown on a plan made by Durkee, White and Towne and numbered 66-3046 O.

The layout and the land takings above described are indicated on plans prepared by Durkee, White & Towne, Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:



POPLAR ST., - AGAWAM, MASS.  
As Laid Out and Bounded By The  
COUNTY COMM. OF HAMPDEN COUNTY  
MASSACHUSETTS

Scale 1 in. = 40 ft. August 1937

Durkee, White & Towne - Engr's. 66-3046

AND the owners of the land over which said highway is thus laid out are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Barbara Arnold. . . . .	\$1.00
Homer and Willis E. Flower. . . . .	1.00
John Woishnis . . . . .	1.00
Gaetano D'Christofero . . . . .	1.00
Louis Depalma . . . . .	1.00
Wicenty and Teodora Drewnowski. . . . .	1.00
Albert and Martha Koch. . . . .	1.00
Michael and Frances Poszkowski. . . . .	1.00
Sidor and Annie Rachek. . . . .	1.00
Charles and Fannie Woishnis . . . . .	1.00
Gaetano D'Christofero . . . . .	1.00
Danielo and Grace Cesan . . . . .	1.00
Louis Depalma . . . . .	1.00
Louis Depalma . . . . .	1.00
Michael and Theresa Depento . . . . .	1.00
Heirs of Vito Lorenzo Depento . . . . .	1.00
Daniel Didonato . . . . .	1.00
Homer and Willis E. Flower. . . . .	1.00
Amelia L. Hill. . . . .	1.00
Carlo and Mary Marchetti. . . . .	1.00
Albino and Ugolina O'Leary. . . . .	1.00

Payment to be made to the several parties damages to the amount that may be found to be their due, by the Town of Agawam, when entry is actually made upon the premises for highway purposes.

Any work required to be done in the carrying out of said order, to be done and performed by the Town of Agawam, and the whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Thos. J. Costello	)
Charles W. Bray	)County
Margaret V. Donahue	)Commissioners
	)of the County
	)of Hampden.



Hampden, ss.

County Commissioners' Meeting December 22, 1937

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on East Street, the work to begin at Miller Street and extend in a westerly direction for a distance of 3500 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from WILBRAHAM to LUDLOW and known as "EAST STREET" be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at MILLER STREET and extend in a WESTERLY direction for a distance of 3500 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

DATED this 14th day of April, 1937.

Alexander J. Butters Selectmen

Robert M. Mackintosh of the Town  
of Ludlow.

The foregoing petition was entered on the 17th day of April 1937, and due proceedings having been had thereon, on the 27th day of October 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting October 27, 1937

On the petition of the Selectmen of the Town of Ludlow for specific repairs on East Street, the work to begin at Miller Street and extend in a westerly direction for a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,600 feet of road in Ludlow, leading to Three Rivers, and being known as East Street; the work to begin at the junction of Miller Street, station 81+50<sub>+</sub>, and extend in a westerly direction to station 97+50<sub>+</sub>; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the



Town of Ludlow a sum not to exceed ONE THOUSAND SEVEN HUNDRED DOLLARS (\$1,700.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Ludlow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway known as Elm Street in said West Springfield be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Westfield Street and extending in a Northerly direction about 3400 feet to Riverdale Street.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-seventh day of April, 1937.

Frank T. Raleigh

Henry S. Johnston

James R. Dearden

Board of Selectmen of the Town  
of West Springfield.

The foregoing petition was entered on the 29th day of April 1937, and due proceedings having been had thereon, on the 24th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 24, 1937

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Elm Street, the work to begin at Westfield Street and extend in a northerly direction about 3400 feet to Riverdale Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base-Course. The base course for the bituminous concrete surfacing shall be bituminous macadam consisting of broken stone and bituminous

West Springfield, Selectmen of the Town of, Petrs. for specific repairs on Elm Street, the work to begin at Westfield Street and extend in a northerly direction about 3400 feet to Riverdale Street, and for aid.



material applied by the penetration method, constructed on the sub-base as directed, in accordance with the applicable requirements for Bituminous Macadam Surface Course, and the specifications.

The broken stone shall conform to the requirements. The thickness of the base course shall be three and one-half (3-1/2) inches after rolling. The depth of loose stone shall be gauged by the use of cubical blocks of suitable size. The standard requirements for weighing the stone shall not apply.

The bituminous material shall consist of asphalt and it shall be applied in one application at the rate of one and one-half (1-1/2) gallons per square yard.

Surface. The surfacing shall consist of bituminous concrete conforming to the requirements for Class I Bituminous Concrete as specified in Addenda 2-11 to 2-20 inclusive, and it shall be constructed in accordance with the applicable requirements of Addenda 2-21 and 2-22.

Catch Basins. Manholes. The catch basin frames and grates, as related to each other shall be machined to true bearing surfaces. The manhole frames and covers shall be similarly finished.

The catch basin and manhole castings shall be obtained as specified.

The above and all other work specified in the contract/agreement shall be performed in accordance with specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about Station 21+00 on Elm Street, at Avondale Avenue, and extend thence in a general southerly direction along Elm Street for a distance of about 1252 feet to about Station 33+52, at Westfield Street.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed FIVE THOUSAND EIGHT HUNDRED DOLLARS (\$5,800.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of West Springfield.

Thos. J. Costello )  
Chas. W. Bray )County  
Margaret V. Donahue )Commissioners  
of the County  
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at end of hardening contract of 1936 and extend in a northerly direction for a distance of 1400 feet more or less, also surface treatment in No. Chester end about 8000 ft., and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as East River Rd. be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at (Station unknown) end of hardening contract of 1936 and extend in a Northerly direction for a distance of 1400 feet more or less. Also surface treatment in No Chester end about 8000 ft.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific



repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of May 1937.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

SELECTMEN OF THE TOWN OF CHESTER

The foregoing petition was entered on the 13th day of May 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Chester for specific repairs on East River Road, the work to begin at end of hardening contract of 1936 and extend in a northerly direction for a distance of 1400 feet more or less, also surface treatement in No. Chester end about 8000 feet and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to treat with bituminous material and otherwise improve about 6,500 feet of road, and to grade, widen and surface with gravel and otherwise improve about 1,170 feet of road in Chester, leading from Huntington to West Worthington, and being known as the East River Road; the work to be done in two sections:

Section 1 - beginning at the end of the section of said road improved with stone retread in 1936, station 102+30, and extending in a northwesterly direction to station 114,

Section 2 - beginning at the section of said road improved with stone retread in 1933, station 200+30, and extending in a southeasterly direction to station 135+30;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FOUR HUNDRED DOLLARS (\$1,400.) towards the repairing of this road.



All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello

Charles W. Bray

Margaret V. Donahue

County  
Commissioners  
of the County  
of Hampden.

Tolland, Selectmen  
of the Town of,  
Peters. for relocation  
alterations and  
specific repairs on  
New Boston Road, the  
work to begin at  
station 209 and  
extend in a west-  
erly direction for  
a distance of 5200  
feet more or less,  
and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland in said County, that common convenience and necessity require that the highway leading from Tolland Center to New Boston and known as New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 209 and extend in a westerly direction for a distance of 5200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 10th day of May 1937.

Kenneth F. Hale

G. Dewey Nixon

Lyman C. Clark

SELECTMEN OF THE TOWN OF TOLLAND

The foregoing petition was entered on the 15th day of May 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road, the work to begin at station 209 and extend in a westerly direction for a distance of 5200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to surface with stone retread and otherwise improve about 4,150 feet of road, and to grade, surface with gravel and otherwise improve about 650 feet of road in Tolland, leading to Sandisfield, and being known as the New Boston Road; the work to begin at the end of the section of said road improved in 1935, station 208, and extend in a westerly direction to station 256; these repairs to be made according to specifications



set forth in agreement of the Department of Public Works-Division of highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed TWO THOUSAND ONE HUNDRED DOLLARS (\$2,100.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Tolland.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug Conn. and known as Mashapaug Rd. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 201 and extend in a Southerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17 day of May 1937.

Walter F. Cummings

Edwin M. Hall

A. R. Phenner

SELECTMEN OF THE TOWN OF HOLLAND

The foregoing petition was entered on the 18th day of May 1937, and due proceedings having been had thereon, on the 1st day of December 1937, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 1, 1937

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at sta. 201 and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after

Holland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Mashapaug Road, the work to begin at Sta. 201 and extend in a southerly direction for a distance of 2000 feet more or less, and for aid.

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Plans in Book 10, Pages 130, 131, 132.



adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout or relocation is located on the Brimfield Road, so called, (also known as Mashapaug Road) and begins at the southwesterly end of the location laid out by the County Commissioners in 1935 and extends thence in a southerly direction about 2/3 of a mile, as hereinafter described, to the northwesterly end of the location laid out by the County Commissioners in 1936.

The base line is that of a survey made by the Engineers of the Massachusetts Department of Public Works in December, 1931, and begins at a point marking the southwesterly end of the base line of the aforesaid 1935 layout, said point of beginning being shown on plan as station 202+52.66 and extends thence southwesterly and southerly by a curve of 1000.00 feet radius 408.53 feet, thence south 7° 29' 25" west 287.05 feet, thence by a curve to the left of 500.00 feet radius 464.28 feet, thence south 45° 32' 45" east 334.35 feet, thence by a curve to the right of 3200.00 feet radius 270.56 feet, thence south 40° 52' 05" east 545.61 feet, thence by a curve to the right of 500.00 feet radius 383.62 feet, thence south 3° 05' 30" west 184.63 feet, thence by a curve to the left of 500.00 feet radius 367.82 feet to a point shown on plan as station 234+99.11, said station equalling station 234+79.92 for the line ahead, thence south 39° 03' 25" east 40.71 feet to a point at the end of the layout, marking the northwesterly end of the base line of the aforesaid 1936 layout, said point of ending being shown on plan as station 235+20.63.

The easterly location line begins at a point marking the southwesterly end of the southeasterly location line of the aforesaid 1935 layout, bearing south 59° 06' 10" east and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 202+52.66 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, marking the northwesterly end of the northeasterly location line of the aforesaid 1936 layout, said point of ending bearing north 50° 56' 35" east and being 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 235+20.63.

The westerly location line begins at a point marking the southwesterly end of the northwesterly location line of the aforesaid 1935 layout, bearing north 59° 06' 10" west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 202+52.66 and extends thence parallel to said base line and 30.00 feet distant therefrom to a point at the end of the layout, marking the northwesterly end of the southwesterly location line of the aforesaid 1936 layout, said point of ending bearing south 50° 56' 35" west and being 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 235+20.63.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the



General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel No. 1. A parcel of land supposed to be owned by GEORGE C. JENSEN, located on the westerly side of the Brimfield Road, so called, between stations 202+52.66 and 203+09+, bounded as follows: westerly by remaining land of said Jensen about 59 feet; easterly by the Brimfield Road about 58 feet and southerly by land now or formerly of Cecile B. Appleton about 8 feet; containing about 240 square feet.

Parcel No. 2. A parcel of land supposed to be owned by EDGAR E. HARWOOD, located on the easterly side of the Brimfield Road, so called, between stations 202+52.66 and 203+00+, bounded as follows: easterly by remaining land of said HARWOOD about 41 feet; southerly by land now or formerly of Cecile B. Appleton about 21 feet; westerly by Brimfield Road about 48 feet and northeasterly by the 1935 County layout on Brimfield Road about 25 feet; containing about 1010 square feet.

Parcel No. 3. A parcel of land supposed to be owned by CECILE B. APPLETON, located on the easterly side of the Brimfield Road, so called, between stations 202+95+ and 220+85+, bounded as follows: southeasterly, easterly and northeasterly by remaining land of said Appleton about 1750 feet; southwesterly, westerly and northwesterly by Brimfield Road about 1782 feet and northerly by land now or formerly of Edgar E. Harwood about 21 feet; containing about 29,000 square feet.

Parcel No. 4. A parcel of land supposed to be owned by CECILE B. APPLETON, located on the westerly side of the Brimfield Road, so called, between stations 203+07+ and 211+46+, bounded as follows: westerly by remaining land of said Appleton about 859 feet; northerly by land now or formerly of George C. Jensen about 8 feet and easterly by the Brimfield Road about 855 feet; containing about 10,750 square feet.

Parcel No. 5. A parcel of land supposed to be owned by CECILE B. APPLETON, located on the southwesterly side of the Brimfield Road, so called, between stations 213+51+ and 232+56+, bounded as follows: southwesterly and westerly by remaining land of said APPLETON about 1890 feet and northeasterly and easterly by Brimfield Road about 1905 feet; containing about 31,300 square feet.

Parcel No. 6. A parcel of land supposed to be owned by CECILE B. APPLETON, located on the northeasterly side of the Brimfield Road, so called, between stations 223+59+ and 228+23+, bounded as follows: northeasterly by remaining land of said Appleton about 480 feet and southwesterly by Brimfield Road about 476 feet; containing about 2250 square feet.

Parcel No. 7. A parcel of land supposed to be owned by CECILE B. APPLETON, located on the easterly side of the Brimfield Road, so called, between stations 231+75+ and 234+45+, bounded as follows: easterly by remaining land of said Appleton about 253 feet and southwesterly and westerly by Brimfield Road about 269 feet; containing about 3900 square feet.



Parcel No. 8. A parcel of land supposed to be owned by OSBORNE B. TABOR, located on the southwesterly side of the Brimfield Road, so called, between stations 233+74<sub>+</sub> and 235+20.63, bounded as follows: southwesterly by remaining land of said Tabor about 173 feet; north-easterly by Brimfield Road about 172 feet and southeasterly by the 1936 County layout about 41 feet; containing about 4050 square feet.

The layout or relocation and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts - Plan of Road - in the town of - HOLLAND - Hampden County - Laid out by the - County Commissioners - Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the 1st day of March next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out or relocating said highway, have estimated the same as follows, to wit:

George C. Jensen. . . . .	\$1.00
Edgar E. Harwood. . . . .	1.00
Cecile B. Appleton. . . . .	1.00
Cecile B. Appleton. . . . .	1.00
Cecile B. Appleton. . . . .	1.00
Cecile B. Appleton. . . . .	1.00
Cecile B. Appleton. . . . .	1.00
Osborne B. Tabor. . . . .	1.00

The work to be done is as follows: to grade, surface with gravel mixed in place with tar and otherwise improve about 3,575 feet of road in Holland, leading from the Connecticut line, and being known as the Mashapaug Road; the work to begin at the Connecticut line, station 260+75, and extend in a northerly direction to station 225; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed TWO THOUSAND ONE HUNDRED DOLLARS (\$2,100.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

Thos. J. Costello	)
Charles W. Bray	)County
Margaret V. Donahue	)Commissioners
	)of the County
	)of Hampden.



## COUNTY COMMISSIONERS' MEETING

Hampden, ss:

December 1, 1937

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Lewis A. Twitchell, Asst. Clerk.

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss

To the Honorable County Commissioners of the County of

Hampden -

Respectfully represents the Board of Selectmen of the town of Palmer that a public way in said town known as Church Street crosses the tracks of the Boston and Albany Railroad at grade, and that said Board of Selectmen deems it necessary for the security and convenience of the public that an alteration which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, or the location of said railroad or way at said crossing.

Wherefore said Board of Selectmen prays that this Honorable Board after public notice will hear all parties interested and if they decide that such an alteration is necessary, will prescribe the manner and limits in which it shall be made.

Dated at Palmer this 14th day of May, 1937.

William F. Griswold

August Ammann

Harrison W. Thompson

Board of Selectmen

The foregoing petition was entered on the 18th day of May 1937, and due proceedings having been had thereon, on the 17th day of November 1937, said Commissioners file the following Final Decree, to wit:

## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 17, 1937

In the matter of the petition of the Board of Selectmen of the Town of Palmer for alteration in crossing (Church Street crosses tracks of the Boston and Albany Railroad at grade) not involving the abolition of a crossing at grade, the approaches thereto, or the location of said railroad or way at said crossing, under Chapter 326 Section 1 of the Acts of 1933.

Due notice having been given to all parties interested as ordered by the Commissioners, a hearing was given in the matter of the foregoing petition at the S. C. S. Box Company on Church Street, Thorndike, in said Palmer, on the fourth day of June, 1937, and a view taken of the premises described in said petition. After due hearing it appearing that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade,

Palmer, Board of Selectmen, Petrs. for alteration in crossing (Church Street crosses tracks of the Boston and Albany Railroad at grade) not involving the abolition of a crossing at grade, the approaches thereto, or the location of said railroad or way at said crossing.

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Plan in Book 10,  
Page 129



the approaches thereto, or the location of said railroad or way at said crossing, as set forth in said petition, thereupon, it is ORDERED, ADJUDGED and DECREED that the manner and limits within which such alteration shall be made are as follows:

1. All work shall be done substantially in accordance with plan entitled "The Commonwealth of Massachusetts Plan and Profile of Proposed Alteration of Grade Crossing in the Town of Palmer Church St.-Sta. 4+79.5 over the Boston and Albany Railroad (Ware River Branch) (New York Central Railroad Co.-Lessee) Scales as Noted Department of Public Works 100 Nashua St.-Boston, Mass. March 1937 G. H. Delano Chief Engineer," said plan being filed in the office of the Clerk of Courts for Hampden County in the city of Springfield.

2. The grade of the highway is hereby established as follows: beginning at elevation 372.85 at Sta. 3+00, thence by a descending grade of 6.46% to elevation 368.33 at Sta. 3+70, thence by a concave vertical curve to elevation 364.90 at Sta. 4+50, thence by a descending grade of 2.10% to elevation 364.11 at Sta. 4+80, thence by a descending grade of 2.44% to elevation 361.84 at Sta. 5+70, thence by a concave vertical curve to elevation 361.50 at Sta. 5+90, thence by a descending grade of 1.00% to elevation 360.10 at Sta. 7+30, thence by a convex vertical curve to elevation 359.85 at Sta. 7+50, thence by a descending grade of 1.53% to elevation 358.16 at Sta. 8+60, and thence by a concave vertical curve to elevation 360.81 at Sta. 10+00.

3. The roadway shall be constructed with bituminous macadam from 18 ft. to 24 ft. in width with a bituminous concrete sidewalk 5 to 6 ft. in width throughout on the westerly side and in part on the easterly side.

4. The northerly approach shall be carried over the Ware River by a three-span concrete beam bridge having a bituminous concrete roadway 24 ft. in width and a 6 ft. bituminous concrete sidewalk on each side.

The sidewalk shall be constructed on the west side of the highway across the tracks and right of way of the Ware River Railroad, but there is to be no sidewalk within the right of way of said Railroad on the east side of the highway. The grade of the sidewalk on the west side of the highway and across the tracks of said Railroad will be level with the top of rail for a distance of 7'6" north of the center line of the main track and 7'6" south from the center line of the siding and continuing from these points on an incline up for a distance of 3'6" to the grade of the sidewalk, which will be 8" above the grade of the roadway. The surface of the roadway will be bituminous macadam having a top course of asphalt. The surface of the sidewalk will be bituminous concrete having a top course of sand and stone screenings mixed with bituminous material. The surface of the roadway and sidewalk will be similar in appearance, except that the surface of the sidewalk will have a finer texture than the surface of the roadway.



That portion of Church Street, from a point about 100 feet distant southeasterly of the tracks of the Boston and Albany Railroad to a point about 300 feet distant northwesterly of said tracks is hereby widened and laid out, said way as hereby widened and laid out being bounded and described as follows:

The base line is that of a survey made by the engineers of the Massachusetts Department of Public Works in July, 1936, and begins at a point in the present roadway of Church Street at its intersection with Old Center Road, so called, said point of beginning being shown on plan as station 3+15.09 and extends thence north 35° 00' 00" west 560.13 feet to a point shown on plan as station 8+75.22.

The southwesterly location line of Church Street, as hereby widened and laid out, is identical with the southwesterly location line of the 1916 county layout.

The northeasterly location line of Church Street, as hereby widened and laid out, begins at a point on the northeasterly location line of the aforesaid 1916 County layout bearing north 55° 00' 00" east and 35.34 feet distant from station 3+65.86 of the above-described base line and extends thence, leaving said 1916 location line but in direct continuation thereof, north 27° 20' 25" west (would be north 16° 59' 00" west if referred to the system of bearings used in the aforesaid 1916 layout) 34.94 feet to a point bearing north 55° 00' 00" east and 40.00 feet distant from station 4+00.48, thence north 35° 00' 00" west 315.97 feet to a point bearing north 55° 00' 00" east and 40.00 feet distant from station 7+16.46, thence north 42° 36' 25" west 42.86 feet to a point at the end of the layout, again on the northeasterly location line of the aforesaid 1916 layout, bearing north 55° 00' 00" east and 34.33 feet distant from station 7+58.94 of the above-described base line.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto, except Parcel No. E-1 where an easement only is taken for the purposes of said highway subject to its use for railroad purposes. All land taken is located in the Town of Palmer in said County.

Parcel No. 1. A parcel of land supposed to be owned by COLGAN SHERMAN CORPORATION, located on the northeasterly side of Church Street, so called, between stations 3+65.86 and 4+51 $\frac{1}{2}$ , bounded as follows: northeasterly by remaining land of said Colgan Sherman Corporation about 83 feet; southwesterly by the 1916 County layout on Church Street about 86 feet and northwesterly by the location of the right of way of the Ware River Railroad Company 10.20 feet; containing about 530 square feet.

Parcel No. 2. A parcel of land supposed to be owned by S. C. S. BOX MANUFACTURING CORPORATION, located on the northeasterly side of Church Street, so called, between stations 5+0 $\frac{1}{2}$  and 6+18 $\frac{1}{2}$ , bounded as follows: northeasterly by remaining land of said S. C. S. Box



Manufacturing Corporation about 116 feet; southeasterly by the location of the right of way of the Ware River Railroad Company 13.60 feet; southwesterly by the 1916 County layout on Church Street about 114 feet and northwesterly by the Ware River about 14 feet; containing about 1800 square feet, together with any and all rights the S. C. S. Box Manufacturing Corporation may have in the land under the waters of the Ware River within the location of Church Street as laid out in 1937.

Parcel No. 3. A parcel of land supposed to be owned by COLGAN SHERMAN CORPORATION, located on the northeasterly side of Church Street, so called, between stations 6+92+ and 7+58.94, bounded as follows: northeasterly by remaining land of said Colgan Sherman Corporation about 66 feet; southeasterly by the Ware River about 12 feet and southwesterly by the 1916 County layout on Church Street about 59 feet; containing about 370 square feet, together with any and all rights the Colgan Sherman Corporation may have in the land under the waters of the Ware River within the location of Church Street as laid out in 1937.

Parcel No. E-1. A parcel of land supposed to be owned by the Ware River Railroad Company, located on the northeasterly side of Church Street, so called, between stations 4+48+ and 5+04+, comprising a portion of the location of the right of way of said railroad and being bounded as follows: northeasterly by said railroad right of way 51.09 feet; southeasterly by land now or formerly of Colgan Sherman Corporation 10.20 feet; southwesterly by the 1916 County layout on Church Street, 52.36 feet and northwesterly by land now or formerly of S. C. S. Box Manufacturing Corporation 13.60 feet; containing about 588 square feet.

No land damages and no maintenance of any kind shall be paid by the County of Hampden.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Monson, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present hard surface and extend in a westerly direction for a distance of 2000 ft. more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from WALES to MONSON and known as WALES ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at END OF PRESENT HARD SURFACE and extend in a WESTERLY direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.



Dated this 14th day of May 1937

Howard L. Carew

Arthur L. Brown

Ralph R. Moulton

Selectmen of the Town of Monson

The foregoing petition was entered on the 19th day of May 1937, and due proceedings having been had thereon, on the 8th day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 8, 1937

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on Wales Road, the work to begin at end of present hard surface and extend in a westerly direction for a distance of 2000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with asphaltic oil and otherwise improve about 2,300 feet of road in Monson, leading to Wales, and being known as the Wales Road; the work to begin at the end of the section of said road improved in 1936, station 78+50, and extend in a westerly direction to station 102 (omitting section between stations 82 and 82+50); these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed ONE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$1,750.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the highway leading from PALMER to MONSON and known as MAIN STREET be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at END OF STATE HIGHWAY and extend in a SOUTHERLY direction for a distance of 1200 feet more or less.

Monson, Selectmen of the Town of, Petrs. for specific repairs on Main Street, the work to begin at end of State Highway and extend in a southerly direction for a distance of 1200 feet more or less, and for aid.



WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May 1937.

Howard L. Carew

Arthur L. Brown

Ralph R. Moulton

Selectmen of the Town of Monson

The foregoing petition was entered on the 19th day of May 1937, and due proceedings having been had thereon, on the 15th day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 15, 1937

On the petition of the Selectmen of the Town of Monson for specific repairs on Main Street, the work to begin at end of State Highway and extend in a southerly direction for a distance of 1200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous concrete Class I and otherwise improve about 1,220 feet of road in Monson, leading to the Connecticut line, and being known as Main Street (Route #32); the work to begin at the end of the State Highway, station 0, and extend in a southerly direction to station 12+20 $\frac{1}{2}$ ; These repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed ONE THOUSAND SEVEN HUNDRED FIFTY DOLLARS (\$1,750.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Monson.

Thos. J. Costello )

Charles W. Bray )

Margaret V. Donahue )

County  
Commissioners  
of the County  
of Hampden.



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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Monson in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary:

highway leading from WALES to MONSON  
and known as Wales Road  
the work to begin at Wales-Monson Town Line  
and extend in a Westerly direction  
for a distance of 5000 feet more or less

highway leading from PALMER to MONSON  
and known as State Avenue  
the work to begin at Palmer-Monson Town Line  
and extend in a Southerly direction  
for a distance of 2500 feet more or less

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 14th day of May 1937

Howard L. Carew  
Arthur L. Brown  
Ralph R. Moulton

Selectmen of the Town of Monson

The foregoing petition was entered on the 19th day of May 1937, and due proceedings having been had thereon, on the 8th day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 8, 1937

On the petition of the Selectmen of the Town of Monson for specific repairs on Wales Road and State Avenue, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 12,050 feet of roads in Monson, leading to adjoining towns, and being known as Wales Road and State Avenue; the work to be done in two sections: Wales Road, 7,850 feet, - State Avenue 4,200 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

MONSON, Selectmen of the Town of, Petrs. for specific repairs to Wales Road, the work to begin at Wales-Monson Town Line and extend in a westerly direction 5000 feet, more or less; State Avenue, the work to begin at the Palmer-Monson Town Line and extend in a southerly direction 2500 feet, more or less



These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Monson.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Granville. Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Main Road, the work to begin at station 156 and extend in a westerly direction for a distance of 1400 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Granville to Tolland and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 156 and extend in a Westerly direction for a distance of 1400 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19 day of May 1937.

S. M. Roberts

D. F. Kenney

E. A. Jensen

SELECTMEN OF THE TOWN OF GRANVILLE

The foregoing petition was entered on the 22nd day of May 1937, and due proceedings having been had thereon, on the 10th day of November, 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Main Road, the work to begin at station 156 and extend in a westerly direction for a distance of 1400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with bituminous macadam and otherwise improve about 1,200 feet of road in Granville, leading to West Granville, and being known as the



Main Road; the work to begin at the end of the section of said road improved in 1936, station 156+50, and extend in a westerly direction to station 168+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO THOUSAND ONE HUNDRED DOLLARS (\$2,100.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Granville.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT THE UNDERSIGNED, Selectmen of the Town of Wilbraham in said County, that common convenience and necessity require that the highway leading from the Hampden Line to North Wilbraham and known as Glendale Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Hampden line and extend in a northerly direction for a distance of Two Thousand feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of May 1937

W. M. McGuire

George E. Murphy, Jr.

Selectmen of the Town of Wilbraham

The foregoing petition was entered on the 28th day of May 1937, and due proceedings having been had thereon, on the 27th day of October 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 27, 1937

On the petition of the Selectmen of the Town of Wilbraham for specific repairs on Glendale Road, the work to begin at the Hampden line and extend in a northerly direction for a distance of 2000 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no

Wilbraham, Selectmen of the Town of, Petrs. for specific repairs on Glendale Road, the work to begin at the Hampden line and extend in a northerly direction for a distance of 2000 feet more or less and for aid.



person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to grade, surface with bituminous macadam and otherwise improve about 1,700 feet of road in Wilbraham leading to Hampden, and being known as the Glendale Road; the work to begin at the Hampden line, station 0, and extend in a northerly direction to station 17; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed ONE THOUSAND FOUR HUNDRED DOLLARS (\$1,400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wilbraham.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from MONSON to WALES and known as MONSON ROAD be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at conclusion of 1936 installation and extend in a westerly direction for a distance of 2000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of June 1937.

Frank A. Johnson

Albert F. Premo

Everett A. Gray

Selectmen of the Town of Wales

The foregoing petition was entered on the 4th day of June 1937, and due proceedings having been had thereon, on the 13th day of October, 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 13, 1937

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road, the work to begin at conclusion of 1936 installation and extend westerly for a distance of 2000 feet more or less, and for aid.

WALES, Selectmen of the Town of, Petrs. for relocation, alteration and specific repairs on Monson Road, the work to begin at conclusion of 1936 installation and extend westerly for a distance of 2000 feet, more or less, and for aid.



It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 1,700 feet of road in Wales, leading to Monson, and being known as the Monson Road; the work to begin at the end of the section of said road improved in 1936, station 130, and extend in an easterly direction to station 147; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed ONE THOUSAND FIFTY DOLLARS (\$1,050.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales in said County, that common convenience and necessity require that the highway leading from MONSON to WALES and known as MONSON ROAD be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at MONSON-WALES TOWN LINE and extend in an easterly direction for a distance of approximately 3 miles.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of June 1937.

Frank A. Johnson

Albert F. Premo

Everett A. Gray

Selectmen of the Town of Wales.

The foregoing petition was entered on the 4th day of June 1937, and due proceedings having been had thereon, on the 20th day of October 1937, said Commissioners file the following Final Decree, to wit:

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road, the work to begin at Monson-Wales Town Line and extend easterly for a distance of approx. 3 miles, and for aid.



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 20, 1937

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road, the work to begin at Monson-Wales Town Line and extend easterly for a distance of approx. 3 miles and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 13,000 feet of road in Wales, leading to Monson, and being known as the Monson Road; the work to begin at the Monson line, station 0, and extend in a southerly direction to station 130; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Wales.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 89+ and extend southwesterly for a distance of 3500 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield in said County, that common convenience and necessity require that the highway leading from Brimfield to Brookfield and known as Brookfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 89+ and extend in a Southwesterly direction for a distance of 3500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 2nd day of June 1937.

Everett D. Landen

Edward J. Killian

Roe S. Clark

Selectmen of the Town of Brimfield.



The foregoing petition was entered on the 4th day of June 1937, and due proceedings having been had thereon, on the 6th day of October 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1937

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Brookfield Road, the work to begin at station 89+ and extend southwesterly for a distance of 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with tar and otherwise improve about 1,750 feet of road in Brimfield, leading to Warren, and being known as the Brookfield Road; the work to begin at the end of the section of said road improved in 1936, station 89+50, and extend in a westerly direction to station 107; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND FOUR HUNDRED DOLLARS (\$1,400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Brimfield.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the following highways be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary:

highway leading from Brimfield to Brookfield  
and known as Brookfield Road  
the work to begin at Station 0  
and extend in a Southwesterly direction  
for a distance of 8900 feet more or less

highway leading from Brimfield to Holland  
and known as Holland Road  
the work to begin at Holland Town line  
and extend in a Northerly direction  
for a distance of 11,352 feet more or less

BRIMFIELD, Selectmen of the Town of, Petrs., for resurfacing or hardening or otherwise repairing highway leading from Brimfield to Brookfield known as Brookfield Road, the work to begin at Station 0 and extend in a southwesterly direction for a distance of 8900 ft. more or less; Holland Rd. and Warren Rd.



highway leading from Brimfield to Warren  
and known as Warren Road  
the work to begin at Warren Town line  
and extend in a Southerly direction  
for a distance of 16,368 feet moreor less.

WHEREFORE your petitioners pray that your Honorable Board after  
notice, view and hearing, may determine and specify such specific  
repairs and order them to be made, and that said County contribute to  
the expense of said repairs together with an appropriation from the  
State and Town.

Dated this 2nd day of June 1937

Everett D. Landen

Edward J. Killian

Roe S. Clark

Selectmen of the Town of Brimfield

The foregoing petition was entered on the 4th day of June 1937, and  
due proceedings having been had thereon, on the 20th day of October  
1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 20, 1937

On the petition of the Selectmen of the Town of Brimfield  
for specific repairs on Brookfield Road, Holland Road and Warren  
Road, and for aid.

It appearing that all persons and corporations interested  
therein had been duly notified of the time and place of meeting, the  
said Commissioners did on the twenty-sixth day of July, A. D. 1937,  
view said highways and hear all parties interested and did adjudge  
that specific repairs should be made. At the time of said view no  
person interested having objected after adjudicating as aforesaid,  
said Commissioners order the following repairs made: to maintain,  
treat with bituminous material and otherwise improve about 36,532 feet  
of roads in Brimfield, leading to adjoining towns, and being known as  
Warren, Brookfield and Holland Roads; the work to be done in three  
sections: Warren Road - 16,082 feet; Brookfield Road - 8,900 feet;  
Holland Road - 11,550 feet; these repairs to be made according to  
specifications set forth in agreement of the Department of Public Works-  
Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction  
of the County Commissioners and the County of Hampden shall pay to the  
Town of Brimfield a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.)  
towards the repairing of these roads.

All damages sustained by any person by reason of said re-  
pairs on these roads shall be paid by the Town of Brimfield.

Thos. J. Costello )

Chas. W. Bray )

Margaret V. Donahue )

County  
Commissioners  
of the County  
of Hampden.



TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Huntington to Westfield and known as Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to be done in two sections as follows:

Section A beginning at Station 40  
and extending in a Northerly direction  
for a distance of 2000 feet more or less

Section B beginning at Station 60  
and extending in a Northerly direction  
for a distance of 2000 feet more or less

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June 1937

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the 9th day of June 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on Main Road, the work to be done in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made; to surface with stone retread and otherwise improve about 2,500 feet of road, and to grade, surface with gravel and otherwise improve about 2,150 feet of road in Montgomery, leading from Westfield to Huntington, and being known as the Main Road; the work to begin at the end of the section of said road improved in 1936, station 45, and extend in a northwesterly direction in two sections to station 93; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

Montgomery, Selectmen of the Town of, Petrs. for relocation alterations and specific repairs on Main Road, the work to be done in two sections, and for aid.



These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed ONE THOUSAND EIGHT HUNDRED DOLLARS (\$1,800.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Montgomery, Selectmen  
of the Town of, Petrs.  
for specific repairs  
on Main Road, the work  
to begin at station  
1 and extend north-  
erly for a distance  
of 15840 feet more  
or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery in said County, that common convenience and necessity require that the highway leading from Huntington to Westfield and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 1 and extend in a Northerly direction for a distance of 15840 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 7th day of June 1937.

Walter D. Allyn

Myron E. Kelso

Andrew J. Hall

Selectmen of the Town of Montgomery

The foregoing petition was entered on the 9th day of June 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Montgomery for specific repairs on Main Road, the work to begin at station 1 and extend northerly for a distance of 15840 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 7,250 feet of road in Montgomery, leading from Westfield to Huntington, and being known as the Main Road; the work to begin at the end of the section of said road improved with stone retread in 1935, station 20, and extend in a



northwesterly direction in five sections to station 273+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Montgomery.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that the highway leading from Russell to Blandford and known as Blandford Stage Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Hathaway's place and extend in a westerly direction for a distance of 1000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 8th day of June 1937

A. H. Moltenbrey

E. D. Parks

G. C. Brown

Selectmen of the Town of Russell

The foregoing petition was entered on the 9th day of June 1937, and due proceedings having been had thereon, on the 17th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 17, 1937

On the petition of the Selectmen of the Town of Russell for specific repairs on Blandford Stage Road, the work to begin at Hathaway's place and extend westerly for a distance of 1000 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Com-

Russell, Selectmen of the Town of, Petrs. for specific repairs on Blandford Stage Road, the work to begin at Hathaway's place and extend westerly for a distance of 1000 feet more or less and for aid.



missioners order the following repairs made: to reconstruct a dry retaining wall on the road in Russell, leading to Blandford, being known as the Blandford Road; the work to begin at station 21, and extend in a southwesterly direction to station 22+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed THREE HUNDRED SEVENTY-FIVE DOLLARS (\$375.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, the work to begin at station 253+ and extend northerly for a distance of 10,000 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be specifically repaired as may be necessary, the work to begin at station 253+ and extend in a Northerly direction for a distance of 10,000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this seventh day of June 1937

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

Selectmen of the Town of Chester.

The foregoing petition was entered on the 9th day of June 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 253+ and extend northerly for a distance of 10,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person



interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to surface with stone retread and otherwise improve about 4,700 feet of road in Chester, leading from Huntington to Middlefield, and being known as the Chester Hill Road; the work to begin at the end of the section of said road improved with stone retread in 1933, station 254, and extend in a northwesterly direction to station 301; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FOUR HUNDRED DOLLARS (\$1,400.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Chester.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity require that the highway leading from Railroad Crossing Main St., Thorndike to Finished section on Three Rivers Road and known as Thorndike-Three Rivers Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Railroad Crossing Main St., Thorndike and extend in a Westerly direction for a distance of approximately 3500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of May 1937.

William F. Griswold

August Ammann

Harrison W. Thompson

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 17th day of June 1937, and due proceedings having been had therein, the following Motion to Amend Petition was filed on August 6, 1937; Motion Allowed August 11, 1937; Final Decree was filed on October 27, 1937, to wit:

MOTION TO AMEND PETITION

To the Honorable Board of County Commissioners of the County of Hampden:  
In the matter of the Petition of the Selectmen of the Town of Palmer for specific repairs on the Thorndike-Three Rivers Road.

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Thorndike- Three Rivers Road, the work to begin at Railroad Crossing Main St. Thorndike and extend westerly for a distance of approx. 3500 feet more or less, and for aid.



Now come your petitioners in the above entitled matter and move to amend said original petition by substituting the work "easterly" for the work "westerly" therein, so that said petition shall read "and extend in an easterly direction for a distance of approximately 3500 feet, more or less."

William F. Griswold

August Ammann

Harrison W. Thompson

Selectmen of Palmer

Palmer, August 2, 1937.

8/11/37 MOTION ALLOWED

Thos. J. Costello

Chairman, County Commissioners

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 27, 1937

On the petition of the Selectmen of the Town of Palmer for specific repairs on Thorndike-Three Rivers Road, the work to begin at Railroad Crossing Main St., Thorndike and extend westerly for a distance of approx. 3500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base Course. The base course for the bituminous concrete surfacing shall be bituminous macadam surfacing consisting of broken stone and bituminous material applied by the penetration method, constructed on the sub-base as directed, in accordance with the applicable requirements.

The broken stone shall conform to the requirements. The thickness of the base course shall be two and one-half (2-1/2) inches after rolling, and the depth of loose stone shall be gauged by the use of cubical blocks of suitable size. The standard requirements for weighing the stone shall not apply.

The bituminous material shall consist of asphalt, and it shall be applied in one application at the rate of one and one-eighth (1-1/8) gallons per square yard.

Surface. The surfacing shall consist of bituminous concrete conforming to the requirements for Class I Bituminous Concrete as specified and it shall be constructed in accordance with the applicable requirements.

The aforesaid work and all other work required to be done in the contract/agreement, on file with this case, shall be done as directed by the Engineer and in accordance with the Special Provisions in said contract/agreement.



The work is to begin at about station 31+06 on Three Rivers Road, about 600 feet northeast of Bondsville Road, and extending thence on said Three Rivers Road in a general northeasterly direction for a distance of about 2294 feet to about station 54+00.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

To the County Commissioners of the County of Hampden;

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer in said County, that common convenience and necessity required that the following highways be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary,

highway known as Red Bridge Road leading from Three Rivers to Wilbraham, the work to begin at Three Rivers and extend in a westerly direction for a distance of approximately 1-1/4 miles more or less.

highway known as Thorndike St leading from Palmer to Thorndike, the work to begin at Palmer and extend in a northerly direction for a distance of approximately 2 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 6th day of May 1937.

William F. Griswold

August Ammann

Harrison W. Thompson

Selectmen of the Town of Palmer.

The foregoing petition was entered on the 17th day of June 1937, and due proceedings having been had thereon, on the 15th day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 15, 1937

On the petition of the Selectmen of the Town of Palmer for specific repairs on Red Bridge Road and Thorndike Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Red Bridge Road and Thorndike Street, and for aid.



said Commissioners did on the twenty-sixth day of July, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to maintain, treat with bituminous material and otherwise improve about 18,700 feet of roads in Palmer, leading to adjoining towns, and being known as Red Bridge Road and Thorndike Street; the work to be done in two sections: Red Bridge Road - 7,700 feet, Thorndike Street - 11,000 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of these roads.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the Town of Palmer.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Converse Street, the work to begin at the junction of Converse Street and Dickinson Street at the Longmeadow-Springfield line and extend easterly for a distance of 6,471 feet more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow to East Longmeadow and known as Converse Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the junction of Converse Street and Dickinson Street at the Longmeadow-Springfield line and extend in an easterly direction for a distance of 6,471 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 21st day of June 1937.

Charles H. Bump

Clarence White

Selectmen of the Town of Longmeadow

The foregoing petition was entered on the 24th day of June 1937, and due proceedings having been had thereon, on the 15th day of December 1937, said Commissioners file the following Final Decree, to wit:



COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 15, 1937

On the petition of the Selectmen of the Town of the Town of Longmeadow for specific repairs on Converse Street, the work to begin at the junction of Converse Street and Dickinson Street at the Longmeadow-Springfield line and extend easterly for a distance of 6,471 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to grade, surface with gravel mixed in place with cut-back asphalt and otherwise improve about 6,471 feet of road in Longmeadow, leading to East Longmeadow, and being known as the Converse Street Extension; the work to begin at the junction of Converse Street, near the Springfield line, station 0, and extend in a southeasterly direction to the junction of Dwight Road, station 64+71; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Longmeadow.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Russell and known as the Russell Stage Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to be done in three sections as follows:

SECTION A beginning at Sta. 81 plus 50 and extending in an Easterly direction for a distance of 950 feet more or less.

SECTION B beginning at Sta. 91 plus 0 and extending in an Easterly direction for a distance of 700 feet more or less.

SECTION C construction of a concrete bridge (14' span) at Sta. 104 plus 50.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations

Blandford, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Russell Stage Road, the work to be done in three sections, and for aid.



and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of June 1937.

N. L. Haines

W. V. Bodurtha

Wm. H. Hepsley

Selectmen of the Town of Blandford

The foregoing petition was entered on the 24th day of June 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Russell State Road, the work to be done in three sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-second day of July, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: to treat with bituminous material and otherwise improve about 2,200 feet of road, construct a reinforced concrete slab bridge and to grade, surface with gravel and otherwise improve the approaches thereto, on the road in Blandford, leading to Russell, being known as the Russell Road; the work to be done in two sections:

Section 1 - beginning at the section of said road improved in 1935, station 69, and extending in an easterly direction to station 91,

Section 2 - beginning at station 102, and extending in an easterly direction to station 106;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Blandford.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.



TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS  
FOR THE COUNTY OF HAMPDEN

The undersigned herewith submit plans and specifications for the construction of a dam in North Wilbraham on the South Branch of the Mill River on property belonging to us, across a section of the brook on our property, and prays your Honorable Board to approve the same.

Dated this 7th day of July 1937.

Signed,

Y.M.H.A. Camp, Inc.

Bernard J. Klein, Pres.

The foregoing petition was entered on the 7th day of July 1937, and due proceedings having been had thereon, the following Specifications were filed on July 7, 1937; Report of Engineer was filed on July 12, 1937; Interlocutory Decree was filed on July 14, 1937; Final Report of Engineer was filed on December 17, 1937; and Final Decree was filed on December 22, 1937, to wit:

SPECIFICATIONS  
FOR THE  
CONSTRUCTION OF A DAM AND SWIMMING POOL  
ON THE  
SOUTH BRANCH OF THE MILL RIVER  
FOR THE  
Y.M.H.A CAMP COMMITTEE  
WILBRAHAM, MASS.

HAMPDEN COUNTY  
APPROVED  
Jul 14, 1937  
Thos. J. Costello  
Charles W. Bray  
Margaret V. Donahue  
County Commissioners

DATED - JUNE 12, 1937.

MAX GITBERG  
ARCHITECT

#### SPECIFICATIONS

##### SCOPE OF THE WORK:

The purpose of these Specifications and the accompanying Plans is to describe labor and materials to be used in the construction of a Dam and Swimming Pool site. The Contractor is to be fully responsible for the complete work as shown and is to deliver the premises to the Owner, on completion, free from any incumbrances, financial, legal or otherwise affecting full title, ownership and use by the Owners.

##### DEFINITIONS:

The title "Owner" shall refer to the Camp Committee of the Springfield Young Men's and Young Women's Hebrew Association.

The title "Contractor" shall apply to whoever shall be vested with the Contract for carrying out the work.

##### LAWS AND REGULATIONS:

All laws and regulations of the County of Hampden, Massachusetts pertaining to the Construction of Dams, shall govern the construction of this Dam and in case of conflict with these Specifications the former shall take precedence. The Contractor is to familiarize himself with the laws and regulations before commencing the work and shall be responsible, financially or otherwise for any work done not in accord-

Y. M. H. A. Camp, Inc.,  
Petr. for approval of  
plans and specifica-  
tions for the constr-  
uction of a dam in  
North Wilbraham on  
the South Branch of  
the Mill River on  
property belonging  
to them, across a  
section of the brook  
on their property.

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Plans in Book 10,  
Pages 124 and 125.



ance with their provisions.

ENGINEERING SERVICE:

The Contractor is to provide competent engineering service throughout the project, maintaining at all times, such elevation, grades and level as shown or specified in these Documents and shall be responsible for any mistakes or corrections necessary in conforming to same.

EQUIPMENT:

The Contractor is to provide all equipment necessary for carrying out the work, such as tractors, scrapers, trucks, concrete mixers, pumps, forms, and other miscellaneous hand tools that may be needed. He shall provide all transportation of both materials and labor and shall be fully responsible for the protection from damage or theft of anything in his charge during the progress of the work.

TIME OF COMPLETION:

The work to be done under this Contract is to be commenced immediately and shall be substantially completed by July 5, 1937.

EXCAVATION:

The loam shall be stripped from the site, within the area shown on Plans, piled in suitable location off the downstream side of the Dam, and away from the Dam a sufficient distance, so as not to hamper the work. The Contractor is to then excavate to all depths and levels as shown on Plans and necessary in the performance of the work. In excavating for the Pool, the banks of the existing brook shall be left somewhat as is, thus making it possible to maintain a channel at the side of Swimming Pool through which the brook may flow, without entering the Swimming Pool at such times when the flashboards are removed. It is the intention of the Owner to use the Swimming Pool for only two months of the year, namely, July and August, and during the balance of the year, the brook is to run in its former channel, at its old level.

WASTEWAY AND GATE:

At floor at Dam install one 14" round wood pipe, encased in cement, with wooden gate on upstream end, to serve double purpose (1) for diverting the water during the construction of the Dam (2) for later use as wasteway.

OUTLET PIPE AND VALVE:

Near center of Dam, at lowest possible level, Contractor to install one 6" iron pipe with 6" gate valve and concrete reinforcing at inlet, for draining water from Pool. Pipe to pitch uniformly from upstream face of dam to lowest point of discharge on downstream side.

SHEET PILING:

Except where concrete core of Dam occurs, Contractor to furnish and drive 2" matches plank sheet piling, as core throughout the length of the Dam as shown. Sheet piling is to be driven down to lowest possible level until good, substantial, hard bottom is reached.

CONCRETE ABUTMENTS:

At Dam site, construct concrete abutments with keys and wing walls in accordance with details. Abutments and wings to be not less



than 12" thick and shall be carried down to subsoil to depths shown on Plans. Provide suitable keys at toe and heel of abutments. Floor of waterway to be 6" thick reinforced concrete with core below 12" thick and extending down into the earth for a minimum depths of 3'-0".

All concrete to be mixed in the proportion of one part Portland cement, 3 parts gravel, and 5 parts clean, sharp, coarse sand. Erect necessary formwork for concrete work and remove forms after concrete has thoroughly set.

#### FILL:

On completion of sheet piling, the excavated gravel remove from the Swimming Pool Bed, is to be deposited in thin layers of 6" over the area covered by the dike. The water from the brook is to be diverted into this area, as much as possible so that puddling may be affected. Each layer of fill shall be well packed, rolled and puddled before the succeeding layer is placed thereon. No loam or other earth containing decayed vegetation or organic matter shall be used as fill in the dike. On completion of the banks of the dike shall be sloped uniformly, the downstream face 2:1 and the upstream face 3:1. Loam shall be placed on the downstream face in an 8" layer.

#### FLASHBOARDS:

Contractor to install 2" matched plank flashboards, loosely fitted into slots in concrete abutments and steel column. Stock for flashboards to be select grade of Southern Pine, free from knots, wanes, shakes or other structural imperfections.

#### RIPRAPPING:

The downstream and upstream banks of the Dam abutments shall be riprapped with large stones solidly packed into the earthen embankments. The stones are to extend from the concrete floor of the Dam to not less than 12" above the top of the flashboards, as shown.

#### SAND BEACH:

Contractor to furnish and spread a layer, 6" thick, of suitable coarse sand over the area marked on Plan as "Sand Beach". The beach is to be graded uniformly from the water's edge to the grass beyond.

#### REPORT OF ENGINEER

July 9, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

In accordance with your instructions, I have examined the plans and specifications filed July 7th last by the Springfield Young Men's Hebrew Association Camp Committee, for the construction of a swimming pool dam on the South Branch of Mill River in the town of Wilbraham and report as follows:



According to the plans the dam is to be located a little over two miles southwest of Wilbraham Center and about five hundred feet downstream from the Bergeron or old Stebbins Pond Dam, so called, at a point where the drainage area contributory is a little less than three square miles.

It is the intention to use the pond formed only for swimming during the Summer months, and for this reason, the dam has been designed with a large open channel the full height of the structure through which the stream will flow unobstructed during the greater part of the year. When it is desired to form the swimming pool, stop planks will be set in the channel to a height of four feet above the natural stream bed, forming a small pond or pool having a surface area of less than one half an acre and a capacity of less than one half a million gallons.

The spillway channel will be of concrete, eleven feet in width, nine feet in depth below the top of the dam and twenty-five feet in length. The remainder of the dam, which is about one hundred and fifty feet in length, will consist of an earthen embankment nine feet in height, ten feet in width on top, and having an upstream slope of one on three and a downstream slope of one on two. In the center of the embankment there will be a two inch matched plank sheet piling core wall extending from hard, firm soil in the foundation to a height of one foot above the water level.

The dam will be provided with two drain pipes, a fourteen inch wood pipe encased in concrete under the spillway, and a six inch iron pipe extending through the embankment near the middle of the dam.

In making an examination of the site of the proposed structure it was found that the construction work was started and well under way, and, that it was being done in accordance with the plans and specifications.

Inasmuch as the plans and specifications show a stable structure, it is recommended that they be approved, with the provision that the stop planks, to form the swimming pool, shall be used in the spillway channel only between the 15th of June and the 15th of September of each year.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN

the undersigned herewith submit plans and specifications for the construction of a dam in North Wilbraham on the South Branch of the Mill River on property belonging to us, across a section of the brook on our property, and prays your Honorable Board to approve the same.

Dated this 7th day of July 1937.

Signed,

Y.M.H.A. Camp, Inc.

Bernard J. Klein, Pres.



Hampden, SS: COUNTY COMMISSIONERS' MEETING July 14, 1937

The foregoing petition was entered on the seventh day of July in the year of our Lord, One Thousand Nine Hundred and Thirty-Seven, when the said petitioner filed said pland and specifications for the construction of a dam in North Wilbraham on the South Branch of the Mill River on property belonging to them, across a section of the brook on their property, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plans and specifications in accordance with report of said James L. Tighe with the provision that the stop planks, to form the swimming pool, shall be used in the spillway channel only between the 15th of June and the 15th of September of each year.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

FINAL REPORT OF ENGINEER

December 17, 1937

The Hon. The Board of County Commissioners  
Hampden County  
Court House  
Springfield, Mass.

Thomas J. Costello, Chairman:

Dear Sir:

I recommend for your acceptance the swimming pool dam built by the Young Mens Hebrew Association Camp Committee on the south branch of the Mill River in the town of Wilbraham.

This dam has been completed in accordance with the plans and specifications for the doing of the work approved by the County on July 14th, 1937.

Respectfully submitted

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS

FOR THE COUNTY OF HAMPDEN

The undersigned herewith submit plans and specifications for the construction of a dam in North Wilbraham on the South Branch of the Mill River on property belonging to us, across a section of the brook on our property, and prays your Honorable Board to approve the same.

Dated this 7th day of July 1937.

Signed,

Y.M.H.A. Camp, Inc.

Bernard J. Klein, Pres.

Petition in this case was entered on the seventh day of July in the year of our Lord One Thousand Nine Hundred Thirty-Seven, when the said



petitioner filed certain plans and specifications for approval for the construction of a dam in North Wilbraham on the South Branch of the Mill River, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated July 9, 1937 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on July 14, 1937 with the provision that the stop planks, to form the swimming pool, be used in the spillway channel only between the 15th of June and the 15th of September of each year.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to superintend the construction and to make a final report on the construction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners dated December 17, 1937 which is on file with this case, and it appearing that said plans and specifications have been faithfully adhered to, it is ordered that same be accepted and recorded.

December 22, 1937.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for specific repairs on East Street, the work to begin at southerly line of Southwick Street and extend easterly for a distance of 4385 feet more or less to the Springfield-Chicopee Line, and for aid.

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#### TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Falls to East Springfield and known as EAST STREET be specifically repaired by grading, surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the southerly line of Southwick Street and extend in an easterly direction for a distance of Four Thousand Three Hundred and Eighty Five (4385) Feet more or less to the Springfield-Chicopee City Line.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated, June 21, 1937.

Anthony J. Stonina Mayor.

Thomas F. Robinson City Engr.

Edward Bourbeau Supt. of Streets. (Seal)

(Signatures).

#### BOARD OF ALDERMEN.

Henry C. Gingras  
Walter F. Szetela  
Walter J. Trybulecki  
Stanislaw Sitarz  
Thomas W. Chlosta

Ernest Laflamme  
Joseph Lafleur  
James F. O'Connor  
George H. Lewis

John Moson John Mucha  
Ernest Cote Francis X. Desmarais  
Rudolph Gaudette  
James J. Hendron

The foregoing petition was entered on the 23rd day of July 1937, and due proceedings having been had thereon, on the 1st day of December 1937, said Commissioners file the following Final Decree, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 1, 1937

On the petitions of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on East Street, the work to begin at the southerly line of Southwick Street and extend easterly for a distance of 4385 feet more or less to the Springfield-Chicopee City Line, and for aid; also for relocation, alterations and specific repairs on Granby Road, the work to begin at station 88+00 which is approximately the westerly line of Grattan Street and extends in a northerly and easterly direction for a distance of 6650 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 89 and No. 90, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of August, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chicopee:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base-Course. The base course for the bituminous concrete surfacing shall be bituminous macadam consisting of broken stone and bituminous material applied by the penetration method, constructed on the sub-base as directed, in accordance with the applicable requirements for Bituminous Macadam Surface Course, and the specifications.

The broken stone shall conform to the requirements. The thickness of the base course on East Street shall be four (4) inches after rolling. The thickness of the base course on Granby Road shall be three and one-half (3-1/2) inches after rolling. The standard requirements for weighing the stone shall not apply. The depth of loose stone shall be gauged by the use of cubical blocks of suitable size.

The bituminous material shall consist of asphalt conforming to Department Specifications No. QA-3 or QA-4, as directed, and it shall be applied in one application at the rate of one and one-half (1-1/2) gallons per square yard.

Surface Course. The surface course shall be constructed of Class I bituminous concrete as shown on the plans and as directed. At the direction of the Engineer, the surface shall be laid in two (2) courses.

The Contractor's choice of the type to be used shall conform to the requirements.

The above and all other work specified in the contract/agreement shall be performed in accordance with specifications set forth in contract/agreement of the Department of Public Works-Division of Highways, on file with this case.



The work is to begin at about Station 88+13 on Grancy Road, at Grattan Street, and extending thence in a general northeasterly direction along Granby Road to about Station 116+37, at Montgomery Street, and beginning again at about Station 116+71, at the opposite side of Montgomery Street, and continuing thence along Granby Road in a general northeasterly direction to about Station 124+50; beginning also at about Station 0+00 on East Street, at the Springfield City Line, and extending thence in a general northwesterly direction along East Street to about Station 40+00, at Southwick Street; a total distance of about 7598 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed TWO THOUSAND SIX HUNDRED FIFTY DOLLARS (\$2,650.) towards the repairing of East Street, and a sum not to exceed SIX THOUSAND THREE HUNDRED DOLLARS (\$6,300.) towards the repairing of Granby Road.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the City of Chicopee.

Thos. J. Costello )County  
Margaret V. Donahue )Commissioners  
Francis M. O'Keefe )of the County  
Assoc. Commissioner

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Granby Road, the work to begin at station 88+00 which is approximately westerly line of Grattan Street and extends in a northerly and easterly direction for a distance of 6650 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee Center to Granby and known as GRANBY ROAD be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 88 + 00 which is approximately the westerly line of Grattan Street and extends in a northerly and easterly direction for a distance of Six Thousand Six Hundred and Fifty (6650) Feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated, June 21, 1937.

Anthony J. Stonina Mayor  
Thomas F. Robinson City Engr.  
Edward Bourbeau Supt. of Streets (Seal)

(Signatures).

BOARD OF ALDERMEN

Henry C. Gingras  
Walter F. Szetela  
Walter J. Trybulski  
Stanislaw Sitarz  
Thomas W. Chlosta

Ernest Laflamme  
Joseph Lafleur  
James J. O'Connor  
George H. Lewis

John Moson John Mucha  
Ernest Cote Francis X. Desmarais  
Rudolph Gaudette  
James J. Hendron



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The foregoing petition was entered on the 23rd day of July, 1937, and the proceedings having been had thereon, on the 1st day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 1, 1937

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for specific repairs on East Street, the work to begin at the southerly line of Southwick Street and extend easterly for a distance of 4385 feet more or less to the Springfield-Chicopee City Line, and for aid; also for relocation, alterations and specific repairs on Granby Road, the work to begin at station 88+00 which is approximately the westerly line of Grattan Street and extends in a northerly and easterly direction for a distance of 6650 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 89 and No. 90, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighteenth day of August, A. D. 1937, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chicopee:

Sub-base. The sub-base where required shall consist of gravel as specified.

Base-Course. The base course for the bituminous concrete surfacing shall be bituminous macadam consisting of broken stone and bituminous material applied by the penetration method, constructed on the sub-base as directed, in accordance with the applicable requirements for Bituminous Macadam Surface Course, and the specifications.

The broken stone shall conform to the requirements. The thickness of the base course on East Street shall be four (4) inches after rolling. The thickness of the base course on Granby Road shall be three and one-half (3-1/2) inches after rolling. The standard requirements for weighing the stone shall not apply. The depth of loose stone shall be gauged by the use of cubical blocks of suitable size.

The bituminous material shall consist of asphalt conforming to Department Specifications No. OA-3 or OA-4, as directed, and it shall be applied in one application at the rate of one and one-half (1-1/2) gallons per square yard.

Surface Course. The surface course shall be constructed of Class I bituminous concrete as shown on the plans and as directed. At the direction of the Engineer, the surface shall be laid in two (2) courses.

The Contractor's choice of the type to be used shall conform to the requirements.



The above and all other work specified in the contract/agreement shall be performed in accordance with specifications set forth in contract/agreement of the Department of Public Works-Division of Highways, on file with this case.

The work is to begin at about Station 88+18 on Granby Road, at Grattan Street, and extending thence in a general northeasterly direction along Granby Road to about Station 116+37, at Montgomery Street, and beginning again at about Station 116+71, at the opposite side of Montgomery Street, and continuing thence along Granby Road in a general northeasterly direction to about Station 124+50; beginning also at about Station 0+00 on East Street, at the Springfield City Line, and extending thence in a general northwesterly direction along East Street to about Station 40+00, at Southwick Street; a total distance of about 7598 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Chicopee a sum not to exceed TWO THOUSAND SIX HUNDRED FIFTY DOLLARS (\$2,640.) towards the repairing of East Street, and a sum not to exceed SIX THOUSAND THREE HUNDRED DOLLARS (\$6,300.) towards the repairing of Granby Road.

All damages sustained by any person by reason of said repairs on these roads shall be paid by the City of Chicopee.

Thos. J. Costello )County  
Margaret V. Donahue )Commissioners  
Francis M. O'Keefe )of the County  
                              )of Hampden.  
                              )Assoc. Commissioner

East Longmeadow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Elm Street, the work to begin at end of present improved highway and extend southwesterly for a distance of 3500 feet more or less, and for aid.

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Plan in Book 10,  
Page 128

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from Springfield to the Center of East Longmeadow, known locally as Elm Street, be relocated, that alterations be made in its course and width and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary. Work to begin at the end of the present improved highway and to extend in a south westerly direction for a distance of 3500 feet, more or less.

Wherefore, your Petitioners pray that your Honorable Board, after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that the County of Hampden shall contribute to the expense of said repairs, together with an appropriation from the State and Town.

Dated this 5th day of August 1937.

George T. Smith  
Sanford P. Nooney  
Leo D. Glynn

Selectmen of the Town of  
East Longmeadow.



The foregoing petition was entered on the 6th day of August 1937, and due proceedings having been had thereon, on the 20th day of October 1937, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 20, 1937

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Elm Street, the work to begin at end of present improved highway and extend southwesterly for a distance of 3500 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of September, A. D. 1937, view said highway and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be relocated, altered and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The alteration is in the westerly side line of the 1924 county layout of Elm Street, and begins at a point 210.79 feet southerly of the intersection angle point of the westerly side line, described in the 1924 layout as being about 2415 feet N31-00E of the point of beginning, and extends thence northerly 418.44 feet by a curve of 1400.00 feet radius to a point 210.79 feet northerly of the above described intersection angle point, and on the westerly side line of the 1924 layout.

This alteration is in the westerly side line only, and does not alter the easterly side line as laid out by the county in 1924.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of East Longmeadow in said County.

PARCEL NO. 1. A parcel of land supposed to be owned by YUBA M. GRISWOLD, located on the westerly side of Elm Street, so called, bounded as follows: westerly by remaining land of said Yuba M. Griswold about 155 feet; northerly by land now or formerly of Willis E. Maynard about 10 feet, and easterly by Elm Street about 158 feet; containing about 450 square feet.

PARCEL NO. 2. A parcel of land supposed to be owned by WILLIS E. MAYNARD, located on the westerly side of Elm Street, so called, bounded as follows: southerly by land now or formerly of Yuba M. Griswold about 10 feet, westerly by remaining land of Willis E. Maynard about 263 feet, and easterly by Elm Street about 263 feet; containing about 1800 square feet.



Oct. Meeting 1937

The relocation/alteration and the land takings above described are indicated on plan prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds, and Clerk of Courts' Office, and marked as follows:

The Commonwealth of Massachusetts - PLAN OF ROAD - in the town of EAST LONGMEADOW - Hampden County - Laid out by the County Commissioners - August 1937 - Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the 1st day of February next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of relocating/altering said highway, have estimated the same as follows, to wit:

TO:-

Yuba M. Griswold. . . . . \$ 1.00

Willis E. Maynard . . . . . 1.00

The work to be done is as follows: to grade, surface with bituminous macadam and otherwise improve about 3,300 feet of road in East Longmeadow, leading from Springfield (Sixteen Acres), and being known as Elm Street; the work to begin at the end of the section of said road improved in 1935, station 40+50, and extend in a south-westerly direction to station 73+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: October 20, 1937

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.



Chester, Selectmen of the Town of, Petrs. for specific repairs on Chester Hill Road, the work to begin at sta. 40 and extend northerly a distance of 8000 ft more or less, and for aid.

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Dated this ninth day of August 1937.

Thomas Rose

Leon J. Kelso

The foregoing petition was entered on the 11th day of August 1937, and due proceedings having been had thereon, on the 6th day of October 1937, xxxxxxxxxxxxxxxxxxxxxxxxxx Motion to Amend Petition was filed; Motion Allowed October 6, 1937; Final Decree was filed on November 10, 1937, to wit:

To the Honorable Board of County Commissioners of the County of  
Hampden:

Now come your petitioners in the above entitled matter and move to amend said original petition by striking out "station No. 40" and inserting in place thereof "station 301+0" and striking out "northerly" and inserting in place thereof "northwesterly" and striking out "8000" and inserting in place thereof "4000" all in the first paragraph so that said first paragraph shall read:

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

Selectmen of the Town of Chester.

October 6, 1937 - MOTION ALLOWED.

Thos. J. Costello

Chairman, County Commissioners



FINAL DECREE  
COMMONWEALTH OF MASSACHUSETTS  
County Commissioners' Meeting

Hampden, ss: November 10, 1937

On the petition of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 301+0 and extend in a northwesterly direction for a distance of 4000 feet more or less, and for aid; and for specific repairs on East River Road, the work to begin at the Chester Huntington Line and extend north-erly for a distance of 8000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 92 and No. 93 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of September, A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chester, - to maintain, treat with bituminous material and otherwise improve about 14,150 feet of roads in Chester, leading to adjoining towns, and being known as Chester Hill and East River Roads; the work to be done in two sections: Chester Hill Road, 3,600 feet, from beginning of 1935 Chap. 90 work at station 301+0 and extend in a northwesterly direction to station 337+0; on East River Road, 10,550 feet, beginning at Huntington-Chester Town Line at station 0+0 and going to station 80+50 and from station 200+30 to station 225+30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Thos. J. Costello     )  
                                  )County  
Chas. W. Bray         )Commissioners  
                                  )of the County  
Margaret V. Donahue )of Hampden.

Chester, Selectmen of the Town of, Petrs. for specific repairs on East River Road, the work to begin at the Chester Huntington Line and extend northerly for a distance of 8000 ft more or less and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity requires that the highway leading from Huntington, Northerly to West Worthington and known as the East River Road be specifically repaired under Chapter 90 maintenance by resurfacing or surface treatment and otherwise re-paired as may be necessary, the work to begin at the Chester Huntington Line and extend northerly for a distance of 8000 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice and hearing may determine and specify such specific repairs and order them to be made and that said County contribute to the ex-



pense of said repairs together with an appropriation from the state and the Town of Chester.

Dated This ninth day of August 1937.

Selectmen of Chester, Mass.

Thomas Rose

Leon J. Kelso

Thomas E. Tracey

The foregoing petition was entered on the 11th day of August 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petitions of the Selectmen of the Town of Chester for specific repairs on Chester Hill Road, the work to begin at station 301+0 and extend in a northwesterly direction for a distance of 4000 feet more or less, and for aid; and for specific repairs on East River Road, the work to begin at the Chester Huntington Line and extend northerly for a distance of 8000 feet more or less, and for aid.

This decree covers the above two petitions and is filed in each case. The petitions are No. 92 and No. 93 respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of September, A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Chester, - to maintain, treat with bituminous material and otherwise improve about 14,150 feet of roads in Chester, leading to adjoining towns, and being known as Chester Hill and East River Roads; the work to be done in two sections: Chester Hill Road, 3,600 feet, from beginning of 1935 Chap. 90 work at station 301+0 and extend in a northwesterly direction to station 337+0; on East River Road, 10,550 feet, beginning at Huntington-Chester Town Line at station 0+0 and going to station 80+50 and from station 200+30 to station 225+30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Chester.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.



Oct. Meeting 1937

East Longmeadow, Selectmen of the Town of, Petrs. for specific repairs on Chestnut Street, the work to begin at end of Ch 90 road built in 1931 to Prospect St and continuation of present Ch 90 work, and extending in an easterly direction for a distance of 3000 feet more or less, and for aid.

96

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of East Longmeadow in said County, that common convenience and necessity require that the highway leading from Longmeadow to East Longmeadow and known as Chestnut Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of Chapter 90 road built in 1931 to Prospect Street and continuation of present Chapter 90 work and extend in an Easterly direction for a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 1st day of October 1937.

George T. Smith

Sanford P. Nooney

Leo D. Glynn

Selectmen of the Town of East Longmeadow

The foregoing petition was entered on the 5th day of October 1937, and due proceedings having been had thereon, on the 3rd day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 3, 1937

On the petition of the Selectmen of the Town of East Longmeadow for specific repairs on Chestnut Street, the work to begin at end of Chapter 90 road built in 1931 to Prospect Street and continuation of present Chapter 90 work and extending in an easterly direction for a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of October, A. D. 1937, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Chestnut Street: beginning at the Shaker Road and running Westerly 2178 feet - 20 feet wide, the road is to be built up from the previously installed foundation with 3" screened gravel, and then treated with an application of tar (Spec. TM-1) at the rate of 6/10 gallon per square yard; the tar to be mixed with a drag mixer and rolled; the second application of tar (Spec. TM-1) to be applied at the rate of 4/10 gallon per square yard and sanded and honed. The second section of the road to be built will begin at Prospect and run easterly 1500 feet - 20 feet wide; this section to be constructed in the same manner as the first.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the



Town of East Longmeadow a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 of the County  
 of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the highway leading from East Brimfield to Holland and known as Holland-East Brimfield Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Holland Town Line and extend in a Northerly direction for a distance of 3,300 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 6th day of October 1937.

Everett Landen  
 Edward J. Killian  
 Roe S. Clark

The foregoing petition was entered on the 7th day of October 1937, and due proceedings having been had thereon, on the 10th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1937

On the petition of the Selectmen of the Town of Brimfield for specific repairs on Holland-East Brimfield Road, the work to begin at Holland Town Line and extend in a northerly direction for a distance of 3,300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the third day of November, A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Holland-East Brimfield Road in Brimfield, beginning at the Brimfield-Holland Town line on the road leading from East Brimfield to Holland and known as the Holland-East Brimfield Road and extending in a northerly direction a distance of 3300 feet more or less, the road to be graded to a width of 18 feet and the entire surface width covered with new gravel to a depth of from 2-1/2" to 2"; one new bituminous coated corrugated metal pipe culvert to be laid;

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland-East Brimfield Road, the work to begin at Holland Town Line and extend in a northerly direction for a distance of 3,300 feet more or less, and for aid.



new gravel surface to be treated with a bituminous binder (so-called MC2) of specification approved by the Mass. Department of Public Works; following the application of this material the surface to be sanded and rolled.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed SIX HUNDRED DOLLARS (\$600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Granville, Selectmen of the Town of, Petrs. for specific repairs on Main Road, the work to begin at Degano Store and extend in a westerly direction for a distance of 260 feet more or less, and for aid.

99

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville in said County, that common convenience and necessity require that the highway leading from Granville to Tolland and known as Main Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Degano Store and extend in a Westerly direction for a distance of 260 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 27 day of Oct. 1937.

S. M. Roberts  
David F. Kenney  
E. A. Jensen

Selectmen of the Town of Granville.

The foregoing petition was entered on the 27th day of October 1937, and due proceedings having been had thereon, on the 24th day of November 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 24, 1937

On the petition of the Selectmen of the Town of Granville for specific repairs on Main Road, the work to begin at Degano Store and extend in a westerly direction for a distance of 260 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of November, A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing, no person interested having objected after adjudicating as aforesaid, said Commissioners order the



following repairs made on Main Road leading from Granville west to Tolland, Mass., beginning at Deganos store and extending westerly 260 feet more or less, the road to be graded to 24 feet wide, depth 18 inches, with 12 inches of gravel and 6 inches of trap rock replaced and rolled; a penetration with OA4 asphalt road binder at the rate of 2-1/2 gals per square yard and rolled; a seal coat of O A 4 to be applied at the rate of 1/2 gal per square yard and 1/2 inch trap rock to be spread and rolled; a berm extends the entire length of job 18 inches high and six inches thick and asphalt is to be applied enough to hold in place to retain bank.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.) towards the repairing of this highway.

ALL damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Thos. J. Costello )  
 Charles W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 of the County  
 of Hampden.

October 6, 1937

Ordered, County Treasurer authorized and directed to pay sum of \$17,050.18 to County of Hampshire on Tuberculosis Hospital Account which is assessment for the year 1936.

Tuberculosis  
Hospital Account

Ordered, County Treasurer authorized and directed to pay sum of \$680.62 to Town of Agawam on acct. of County's proportion of cost of work done on Walnut Street.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$1,393.24 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and Montgomery Street. Agreement No. 5552 - 1936

Ordered, County Treasurer authorized and directed to pay sum of \$1,080.60 to City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.

Ordered, that the sum of \$86.22 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Agreement No. 5486, Case No. 49-1936.

Ordered, that the sum of \$1042.88 which is balance of County's proportion of cost of work done on Glendale Road be paid from County Treasury to Town of Wilbraham. Agreement No. 5490, Case No. 79-1936.

Order to arrest Raymond Lathrop of Holyoke, holder of a release on parole.

Order to Arrest

Ordered that the order to arrest Francis P. Quinn of Springfield, holder of release on parole, issued September 1, 1937, is hereby revoked.

Order to Arrest  
Revoked.



Oct. Meeting 1937

Orders

October 13, 1937

Ordered, County Treasurer authorized and directed to pay \$131.31 to the Town of Agawam on acct. of County's proportion of cost of work done on Walnut Street.

Ordered, County Treasurer authorized and directed to pay sum of \$2,710.85 to City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.

Order to Arrest

October 20, 1937

Order to arrest GEORGE G. McRAE of Springfield, holder of a release on parole.

Ordered, that the sum of \$400.00 be paid from County Treasury to Town of Hampden for work done on Scantic Road, North Monson Road and Wilbraham Road.

Ordered that the sum of \$700.00 be paid from County Treasury to Town of Southwick for work done on Feeding Hills and Granville Roads (or State Route No. 57).

Ordered, that the sum of \$346.62 be paid from County Treasury to Town of Wilbraham for work done on Ludlow Road, North Main Street and Stony Hill Road.

Agreement

October 22, 1937

Agreement entered into by and between the City of Springfield and County of Hampden, the City to supply the District Court Bldg. on Pyncheon St. & Broadway, with steam for heating purposes commencing Oct. 1, 1937 to and including Sept. 30, 1938. (Filed in City Treas' Office).

Orders

October 27, 1937

Ordered, County Treasurer authorized and directed to pay sum of \$3,070.40 to City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.

Ordered that the sum of \$991.33 which is balance of County's proportion of cost of work done on Memorial Avenue be paid from County Treasury to Town of West Springfield. Agreement No. 5612, Case No. 43 - 1936.

Order to Arrest

Order to arrest JOHN J. BOWLER of Springfield, holder of a release on parole.

Orders

November 3, 1937

Ordered that the sum of \$599.87 be paid from County Treasury to Town of Agawam for work done on South Street and Shoemaker Lane.

Ordered that the sum of \$1,050. be paid from County Treasury to the City of Westfield for work done on Pontoosic Road.

Released from Training School on Parole

November 10, 1937

Joseph Zygarowski, released from Hampden County Training School on parole.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$160. to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.

Ordered, County Treasurer authorized and directed to pay sum of \$150. to Town of Brimfield on acct. of County's proportion of cost of work done on Warren, Brookfield and Holland Roads.



Orders

November 10, 1937

Ordered, County Treasurer authorized and directed to pay sum of \$1,175. to Town of East Longmeadow on acct. of County's proportion of cost of work done on Elm Street.

Ordered, County Treasurer authorized and directed to pay \$250. To Town of East Longmeadow on acct. of County's proportion of cost of work done on Chestnut Street.

Ordered, County Treasurer authorized and directed to pay \$150. to the Town of East Longmeadow on acct. of County's proportion of cost of work done on Parker Street and Porter Road.

Ordered, County Treasurer authorized and directed to pay sum of \$115. to Town of Hampden on acct. of County's proportion of cost of work done on North Monson Road.

Ordered, County Treasurer authorized and directed to pay \$190. to Town of Holland on acct. of County's proportion of cost of work done on Pond Bridge, East Brimfield and Mashapaug Roads.

Ordered, County Treasurer authorized and directed to pay sum of \$1,774.67 to Town of Palmer on acct. of County's proportion of cost of work done on Three Rivers Road. (Thorndike-Three Rivers Rd).

Ordered, County Treasurer authorized and directed to pay sum of \$600. to Town of Southwick on acct. of County's proportion of cost of work done on South Longyard Road.

Ordered, County Treasurer authorized and directed to pay \$525. to the Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

Ordered, County Treasurer authorized and directed to pay \$100. to the Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

November 17, 1937

Ordered, County Treasurer authorized and directed to pay \$948.39 to Town of Palmer on acct. of County's proportion of cost of work done on Three Rivers Road. (Thorndike-Three Rivers Road).

November 10, 1937

Report of Inspection of Jail and House of Correction by County Commissioners in accordance with G.L. Chapter 126 Section 1.

Inspection of Jail  
& House of Correction.

November 24, 1937

Ordered that the sum of \$2,000. be paid from County Treasury to Town of Ludlow for work done on Miller Street.

Orders

Ordered, County Treasurer authorized and directed to pay \$2343.61 to City of Springfield on acct. of County's proportion of cost of work done on Worcester Street.

Ordered that the sum of \$2,100. be paid from County Treasury to the City of Westfield for work done on Western Avenue.



Oct. Meeting 1937		
<u>Order to Arrest Revoked.</u>	December 1, 1937	Ordered that the order to arrest Joseph Switzer of Chicopee, holder of a permit to be at liberty, issued January 27, 1937, is hereby revoked.
		Ordered, County Treasurer authorized and directed to pay sum of \$150. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.
<u>Appointment of Robert W. King, Esq. Counsel</u>		Robert W. King, Esq. of Springfield, appointed Counsel for Hampden County Commissioners to fill unexpired term of William C. Giles, resigned.
<u>Temporary appointment Timothy J. Sullivan Register of Deeds</u>		Timothy J. Sullivan of Springfield, appointed Register of Deeds until vacancy caused by the resignation of Patrick J. Courtney be filled by a new election.
<u>Resignation William C. Giles, Counsel</u>		Resignation of William C. Giles, Counsel for Hampden County.
<u>Resignation Patrick J. Courtney Register of Deeds</u>		Resignation of Patrick J. Courtney, Register of Deeds.
<u>Timothy J. Sullivan Qualified.</u>	December 8, 1937.	Timothy J. Sullivan, qualified as Register of Deeds.
<u>Timothy J. Sullivan</u>		Timothy J. Sullivan, qualified to execute the trust reposed in him by the appointment certified.
<u>Appointment Harriet L. Jordan</u>		Copy of appointment of Harriet L. Jordan as Assistant Register of Deeds, County of Hampden, made by Timothy J. Sullivan, Register.
<u>Harriet L. Jordan Qualified.</u>		Harriet L. Jordan qualified as Assistant Register of Deeds, County of Hampden.
<u>Appointment Susan C. McKenna</u>		Copy of appointment of Susan C. McKenna as Second Assistant Register of Deeds, County of Hampden, made by Timothy J. Sullivan, Register.
<u>Susan C. McKenna Qualified.</u>		Susan C. McKenna qualified as Second Assistant Register of Deeds, County of Hampden.
<u>Orders</u>		Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road.
		Ordered, County Treasurer authorized and directed to pay \$800. to Town of Chester on acct. of County's proportion of cost of work done on East River Road.
		Ordered, County Treasurer authorized and directed to pay \$800. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road.
		Ordered, County Treasurer authorized and directed to pay \$110. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill and East River Roads.



Orders

December 8, 1937

Ordered, County Treasurer authorized and directed to pay \$88.00 to Town of Granville on acct. of County's proportion of cost of work done on Main Road.

Ordered, that the sum of \$1,185. which is balance of County's proportion of cost of work done on North Monson Road also known as Glendale Road be paid from County Treasury to Town of Hampden.

Ordered, County Treasurer authorized and directed to pay \$500. to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.

Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, that the sum of \$1,500. which is balance of County's proportion of cost of work done on South Longyard Road be paid from County Treasury to Town of Southwick.

Ordered, County Treasurer authorized and directed to pay \$500. to the Town of Tolland on acct. of County's proportion of cost of work done on New Boston Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,138.17 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street.

Ordered, that the sum of \$1,400. be paid from County Treasury to Town of Wilbraham for work done on Glendale Road.

Ordered that the sum of \$500. be paid from County Treasury to Town of Wilbraham for work done on East Longmeadow Road.

December 15, 1937

Ordered, County Treasurer authorized and directed to pay \$500. to Town of Brimfield on acct. of County's proportion of cost of work done on Brookfield Road.

Ordered that the sum of \$2,325. which is balance of County's proportion of cost of work done on Elm Street be paid from County Treasury to Town of East Longmeadow.

Ordered that the sum of \$250. which is balance of County's proportion of cost of work done on Parker Street and Porter Road be paid from County Treasury to Town of East Longmeadow.

Ordered, County Treasurer authorized and directed to pay \$1,100. to Town of Longmeadow on acct. of County's proportion of cost of work done on Converse Street Extension.

Ordered that the sum of \$1,000. be paid from County Treasury to City of Westfield for work done on highway leading from Westfield to Southampton, Route #10, College Highway.



Oct. Meeting 1937

Orders

December 22, 1937

Ordered that the sum of \$1,000. be paid from County Treasury to Town of Monson for work done on Silver Street.

Ordered that the sum of \$600. be paid from County Treasury to Town of Brimfield for work done on Holland-East Brimfield Road.

Ordered that the sum of \$1,000. be paid from County Treasury to Town of East Longmeadow for work done on Chestnut Street.

Order to Arrest Revoked

Ordered that the order to arrest Raymond Lathrop of Holyoke, holder of a release on parole, issued October 6, 1937, is hereby revoked.

Order to Arrest

Order to arrest Raymond Clune of Holyoke, holder of a release on parole.

Damages Done By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 22, 1937

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:

\_\_\_\_\_  
CLERK.



The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-eighth day of said month, and by adjournment on the twenty-ninth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-Seven.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

And by adjournment on the fifth day of January and from time to time to the seventh day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Eight.

Present:

Thomas J. Costello, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Margaret V. Donahue	

On said fifty day of January, the Board, consisting of Thomas J. Costello, Charles W. Bray, Esquires, and Margaret V. Donahue, proceed to the choice of a Chairman. The whole number of votes cast is three, of which Thomas J. Costello has two and is chosen Chairman of the Board for the year ensuing.

The following cases were dismissed without prejudice for want of prosecution: 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. & 11.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 1 - County Commissioners' Docket 1937

Hampden Railroad Corporation, Petr. to determine manner in which railroad shall cross highways in Ludlow, Palmer and Chicopee.

.....

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the above entitled case be dismissed without prejudice for want of prosecution.

Thos. J. Costello	} County Commissioners of the County of Hampden.
Charles W. Bray	
Margaret V. Donahue	

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 2 - County Commissioners' Docket 1937

Southern New England Railroad Corporation, Petr. to determine the manner in which said railroad shall cross ways in Monson, Palmer and Brimfield.

.....

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the

Hampden Railroad Corporation, Petr. to determine manner in which railroad shall cross highways in Ludlow, Palmer & Chicopee.

1

Dismissed without prejudice for want of prosecution.

Southern New England Railroad Corporation Petr. to determine the manner in which said railroad shall cross ways in Monson, Palmer and Brimfield.

2

Dismissed without prejudice for want of prosecution.



above entitled case be dismissed without prejudice for want of prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Berkshire Street Rail-  
way Company, Petrs.  
to determine manner  
in which railway shall  
cross highways in  
Blandford.

3

Dismissed without  
prejudice for want  
of presecution.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 3 - County Commissioners' Docket 1937

Berkshire Street Railway Co., Petr. to determine manner in  
which railway shall cross highways in Blandford.

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Earle E. Higgins et al  
(Petr. to estimate  
damages) vs. Berkshire  
Street Railway Co.

4

Dismissed without  
prejudice for want  
of prosecution.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 4 - County Commissioners' Docket 1937

Earle E. Higgins et al (Petr. to estimate Berkshire Street  
Railroad Co. damages)

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Burton L. Sperry et al  
(Petr. to estimate  
damages) vs. City of  
Westfield.

5

Dismissed without  
prejudice for want  
of prosecution.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 5 - County Commissioners' Docket 1937

Burton L. Sperry et al. (Petr. to estimate damages) vs.  
City of Westfield.

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.



Dec. Meeting 1937

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 6 - County Commissioners' Docket 1937  
Albert Kasper et al. (Petr. to estimate damages) vs City  
of Westfield

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
                          ) County  
Charles W. Bray    ) Commissioners  
                          ) of the County  
Margaret V. Donahue ) of Hampden.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 7 - County Commissioners' Docket 1937  
James F. Hardie (Petr. to estimate damages) vs City of  
Westfield.

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
                          ) County  
Charles W. Bray    ) Commissioners  
                          ) of the County  
Margaret V. Donahue ) of Hampden.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 8 - County Commissioners' Docket 1937  
Martha Jane Hatch, Admx. (Petr. to estimate damages) vs City  
of Westfield

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of prose-  
cution.

Thos. J. Costello )  
                          ) County  
Charles W. Bray    ) Commissioners  
                          ) of the County  
Margaret V. Donahue ) of Hampden.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 9 - County Commissioners' Docket 1937  
Earl E. Andrus Admr. (Petr. to estimate damages vs City of  
Westfield.

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Albert Kasper et al  
(Petr. to estimate  
damages) vs City of  
Westfield.

6

Dismissed without  
prejudice for want of  
prosecution.

James F. Hardie (Petr.  
to estimate damages)  
vs City of Westfield.

7

Dismissed without  
prejudice for want of  
prosecution.

Martha Jane Hatch,  
Admx., (Petr. to  
estimate damages)  
vs City of Westfield.

8

Dismissed without  
prejudice for want of  
prosecution.

Earl E. Andrus, Adm.  
(Petr. to estimate  
damages) vs Town of  
Westfield.

9

Dismissed without  
prejudice for want of  
prosecution.



Dec. Meeting 1937

Ephraim Williams  
(Petr. to estimate  
damages) vs City of  
Westfield.

10

Dismissed without  
prejudice for want  
of prosecution.

Reffie A. Johnson  
(Petr. to estimate  
damages) vs City of  
Westfield.

11

Dismissed without  
prejudice for want  
of prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 10 - County Commissioners' Docket 1937

Ephraim William (Petr. to estimate damages) vs City of Westfield.

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

County Commissioners' Meeting April 7, 1938

In re: Case No. 11 - County Commissioners' Docket 1937

Reffie A. Johnson, (Petr. to estimate damages) vs City of  
Westfield

\*\*\*\*\*

It is hereby ORDERED, ADJUDGED and DECREED that the petition in the  
above entitled case be dismissed without prejudice for want of  
prosecution.

Thos. J. Costello )  
Charles W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

August 23rd, 1937

Russell, Selectmen of  
the Town of, Petrs. for  
re-establishment of  
portion of Pine Hill  
Road commencing where  
it joins State High-  
way (Route No. 20) and  
extending westerly to  
its junction with  
road leading to town  
water supply reser-  
voir; and to establish  
the rights of said  
town within the bound-  
aries of said layout  
on Pine Hill Road - a  
distance of about  
3200 feet.

95

Plans in Book 10,  
Pages 159, 160, 161.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

The undersigned, members of the Board of Selectmen of the Town of  
Russell respectfully petition your Honorable Board to have the County  
Road No. 2 in the original layout in 1782 on that portion in Russell  
known as the Pine Hill Road, commencing where it joins the State High-  
way (Route No. 20) and extending westerly to its junction with the road  
leading to the town water supply reservoir, re-established; and to  
establish the rights of said town within the boundaries of said layout  
on Pine Hill Road - a distance of about 3200 feet.

Respectfully,

A. H. Moltenbrey

E. C. Parks

G. C. Brown

Board of Selectmen.

The foregoing petition was entered on the 25th day of August 1937, and  
due proceedings having been had thereon, on the 29th day of December  
1937, said Commissioners file the following Relocation Report, to wit:



## COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 29, 1937

On the petition of the Selectmen of the Town of Russell for re-establishment of portion of Pine Hill Road commencing where it joins State Highway (Route No. 20) and extending westerly to its junction with road leading to town water supply reservoir; and to establish the rights of said town within the boundaries of said layout on Pine Hill Road - a distance of about 3200 feet.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of September A. D. 1937, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and bounded. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and bound said highway in the manner following:

Beginning at a state highway monument in front of the property of J.J. Brennan, said monument being in the westerly line of the highway leading from Westfield to Huntington and being a part of the state route #20; thence bearing N 30° 48' W for a distance of 131.46 feet to a stone bound; thence bearing northerly and westerly for a distance of 156.31 feet on the arc of a curve to the left, radius 141.35 feet to a stone bound marking the end of said curve; thence bearing S 85° 59' 30" W for a distance of 366.31 feet to a stone bound; thence bearing N 87° 15' W for a distance of 261.71 feet to a stone bound; thence bearing westerly and southerly for a distance of 253.88 feet on the arc of a curve to the left, radius 514.61 feet to a stone bound marking the end of said curve; thence bearing S 64° 29' W for a distance of 161.19 feet to a stone bound; marking the beginning of a curve to the right; Thus far the layout is 60 feet wide. Thence bearing westerly and northerly for a distance of 239.92 feet on the arc of a curve to the right, radius 159.10 feet to a stone bound marking the end of said curve; the layout being 50 feet wide from this point to the end of this layout; thence bearing N 29° 07' W for a distance of 468.05 feet to a stone bound; thence bearing N 33° 17' W for a distance of 232.44 feet to a stone bound; thence bearing westerly and northerly for a distance of 418.61 feet on the arc of a curve to the right, radius 815.81 feet to a stone bound marking the end of said curve; thence bearing northerly and westerly for a distance of 317.56 feet on the arc of a curve to the left, radius 318.74 feet to a stone bound marking the end of said curve; thence bearing westerly and northerly for a distance of 189.50 feet on the arc of a curve to the right, radius 268.09 feet to a stone bound marking the end of said curve; thence bearing N 20° 28' W for a distance of 225.13 feet to a stone bound marking the end of the 1937 layout. The above courses and distances describe the southerly line of the highway known as Pine Hill Road as laid out by



the commissioners of the county of Hampden. Thence bearing N 69° 32' E for a distance of 50 feet to a stone bound in the northerly line of said highway; thence bearing S 20° 28' E for a distance of 225.13 feet to a stone bound; thence bearing southerly and easterly for a distance of 154.16 feet on the arc of a curve to the left, radius 218.09 feet to a stone bound marking the end of said curve; thence bearing easterly and southerly for a distance of 367.37 feet on the arc of a curve to the right, radius 368.74 feet to a stone bound marking the end of said curve; thence bearing southerly and easterly for a distance of 392.96 feet on the arc of a curve to the left, radius 765.81 feet to a stone bound marking the end of said curve; thence bearing S 33° 17' E for a distance of 234.26 feet to a stone bound; thence bearing S 29° 07' E for a distance of 469.87 feet to a stone bound; thus far the layout being 50 feet wide; thence bearing southerly and easterly for a distance of 149.44 feet on the arc of a curve to the left, radius 99.10 feet to a stone bound marking the end of said curve; thence bearing N 64° 29' E for a distance of 171.19 feet to a stone bound; thence bearing northerly and easterly for a distance of 283.48 feet on the arc of a curve to the right, radius 574.61 feet to a stone bound marking the end of said curve; thence bearing S 87° 15' E for a distance of 258.17 feet to a stone bound; thence bearing N 85° 59' 30" E for a distance of 362.77 feet to a stone bound; thence bearing easterly and southerly for a distance of 222.66 feet on the arc of a curve to the right, radius 201.35 feet to a stone bound marking the end of said curve; thence bearing S 30° 48' E for a distance of 36.52 feet to a stone bound; thus far the layout as described is 60 feet wide; thence bearing southerly and easterly for a distance of 55.35 feet on the arc of a curve to the left, radius 25 feet to a stone bound in the westerly line of the aforementioned highway known as route #20. The above courses and distances describe the northerly line of a highway known as Pine Hill Road. Thence bearing S 22° 21' W along the westerly line of the aforementioned state route #20 for a distance of 124.96 feet to the state highway monument marking the point of beginning.

The relocation above described is indicated on plans prepared by Durkee, White & Towne, Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

PINE HILL ROAD - RUSSELL, MASS.

As Laid Out and Bounded By The  
COUNTY COMM. OF HAMPDEN COUNTY  
MASSACHUSETTS

Scale 1 in. = 40 ft. Nov. 1937

Durkee, White & Towne - Eng'rs.

The relocation does not involve the taking of any land by Eminent Domain.

Any improvement of said way shall be made at the expense of the Town of Russell.

Any legal damage sustained by any abutter shall be paid by said Town.



Thos. J. Costello )  
 Charles W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 of the County  
 of Hampden.

HAMPDEN, ss: County Commissioners' Meeting December 29, 1937

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

October 16, 1937.

To the County Commissioners's of the  
 County of Hampden.

Respectfully represent the undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require that the highways leading from Holland to Union, Connecticut, and from Holland to the East Brimfield line and known as the Mashapaugh and Pond Bridge Roads, approximately 25,600 feet in length, be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the Brimfield line on the Mashapaugh Road and extend southerly and the Pond Bridge Road at the intersection of the Mashapaugh Road and extend easterly.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this 16th, day of October, 1937.

Walter F. Cummings      Selectmen  
 Edwin M. Hall              of  
 A. R. Phenner              Holland.

The foregoing petition was entered on the 18th day of October 1937, and due proceedings having been had thereon, on the 19th day of January 1938, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 19, 1938

On the petition of the Selectmen of the Town of Holland for specific repairs on Mashapaugh and Pond Bridge Roads, approximately 25,600 feet in length, the work to begin at the Brimfield Line on the Mashapaugh Road and extend southerly and the Pond Bridge Road at the intersection of the Mashapaugh Road and extend easterly, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of November A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the

Holland, Selectmen of the Town of, Petrs. for specific repairs on Mashapaugh and Pond Bridge Roads, approx. 25,600 feet in length, the work to begin at the Brimfield line on the Mashapaugh Road and extend southerly and the Pond Bridge Road at the intersection of the Mashapaugh Road and extend easterly, and for aid.



following repairs made: to maintain, treat with bituminous material and otherwise improve about 20,750 feet of road in Holland, leading from Brimfield, and being known as the Brimfield-Washpaug Road; the work to begin at the Brimfield line, station 0, and extend in a southerly direction to station 207+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this road.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

Russell, Selectmen of the Town of, Petrs. for specific repairs on Blandford Stage Road commencing at the first concrete bridge on the Blandford Stage Road and repair sections of the highway banks to the town line, and for aid.

100

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

October 30th, 1937.

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell in said County, that common convenience and necessity require that specific repairs be made on the highway, known as the Blandford Stage Road, (leading from State Highway in Russell to Blandford Town Line) - such repairs to commence at the first concrete bridge on the Blandford Stage Road and repair sections of the highway banks to the town line.

WHEREFORE your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs to the amount of \$150, together with a like appropriation from the town of Russell and the State of Massachusetts - amounts from the town and State having been approved and appropriated.

Dated this 30th day of October 1937.

E. D. Parks

G. C. Brown

Board of Selectmen  
TOWN OF RUSSELL

The foregoing petition was entered on the 1st day of November 1937, and due proceedings having been had thereon, on the 29th day of December 1937, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 29, 1937

On the petition of the Selectmen of the Town of Russell for specific repairs on Blandford Stage Road commencing at the first concrete bridge on the Blandford Stage Road and repair sections of the highway to the town line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the



said Commissioners did on the twenty-fourth day of November, A. D. 1937, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made: work is to consist of building rip rap on upstream end of bridge at sta. 53+, and removing obstructions in brook downstream from this bridge; as set forth in District Highway Engineer's Report on file with this case; said work to be done as directed by the State Engineer.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE HUNDRED FIFTY DOLLARS (\$150.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Russell.

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden.

December 28, 1937

Ordered, County Treasurer authorized and directed to pay \$3065.25 received as rentals from the Springfield Street Railway Company and the New England Tel and Tel Company under contracts with the County of Hampden with reference to use of Hampden County Memorial Bridge, by said Companies, to certain cities, towns and county.

Rentals for  
Use of  
Hampden County Mem.  
Bridge.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 28, 1937

ORDERED: that John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of THREE THOUSAND SIXTY-FIVE DOLLARS AND TWENTY-FIVE CENTS (\$3,065.25) received as rentals from the Springfield Street Railway Company, (\$2,606.25), and the New England Telephone Company, (\$450.), under a contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so-called, by said companies to the following:

City of Springfield	51%	\$1,563.28
County of Hampden	31%	950.23
Town of West Springfield	12%	367.83
City of Holyoke	3%	91.96
City of Westfield	2%	61.30
Town of Agawam	1%	30.65
		<u>\$3,065.25</u>

Thos. J. Costello )  
Chas. W. Bray ) County  
Margaret V. Donahue ) Commissioners  
of the County  
of Hampden

December 28, 1937

Ordered, County Treasurer authorized and directed to pay \$808.60 to Town of West Springfield on acct. of County's proportion of cost of work done on Elm Street.

Order



Dec. Meeting 1937

Order to Arrest

December 29, 1937

Order to arrest James J. Brennan of Springfield, holder of a release on parole.

Order,  
Pension

Ordered, County Treasurer authorized and directed to pay \$139.66 to County of Hampshire, the same being Hampden County's share of the pension for William R. Ross, from Sept. 1st to Dec. 31, 1937.

Appointment  
Robert W. King  
Counsel

January 5, 1938

Voted, to appoint Robert W. King, Esq., of Springfield as Counsel for Hampden County Commissioners for the year 1938.

Appointment  
William T. Keefe  
Dog Officer

Voted, to appoint William T. Keefe of Westfield, as Dog Officer for County of Hampden for the year 1938.

Orders

Ordered, County Treasurer authorized and directed to pay \$2,268.88 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and East Street. Case No. 89 and No. 90 - 1937.

Ordered, that the sum of \$150.00 which is balance of County's proportion of cost of work done on Chestnut Street and West Chestnut Street be paid from County Treasury to Town of East Longmeadow. Case No. 68 - 1937.

Ordered that the sum of \$2,012.00 which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Granville. Case No. 62 - 1937.

Ordered that the sum of \$1,700. be paid from County Treasury to Town of Ludlow for work done on East Street. Case No. 48 - 1937.

Ordered that the sum of \$524.99 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Case No. 70 - 1937.

Ordered that the sum of \$688.45 be paid from County Treasury to Town of East Longmeadow for work done on Wilbraham Road. Case No. 69-1937.

Order to Transfer

Order to Transfer (3)

Hampden, ss: COMMONWEALTH OF MASSACHUSETTS  
Springfield, January 5, 1938

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Hampden County Training School in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Two Thousand Five Hundred and Six dollars and Ninety-five cents (\$2,506.95) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 6, 1938  
Theodore N. Waddell  
Director of Accounts.

Thos. J. Costello }  
Chas. W. Bray } County  
Margaret V. Donahue } Commissioners



COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 5, 1938

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Law Library in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Two Hundred Eleven dollars and Ninety-two cents (\$211.92) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 6, 1938  
Theodore N. Waddell  
Director of Accounts

Thos. J. Costello }  
Chas. W. Bray } County  
Margaret V. Donahue } Commissioners.

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 5, 1938

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure in excess of the amount authorized by law for Trustees for County Aid to Agriculture in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Two Thousand and Thirty-nine dollars and Eighty-five cents (\$2,039.85) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 6, 1938  
Theodore N. Waddell  
Director of Accounts

Thos. J. Costello }  
Chas. W. Bray } County  
Margaret V. Donahue } Commissioners

January 7, 1938

Order to Transfer (2)

Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, Jan. 7, 1938

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demands an expenditure in excess of the amount authorized by law for District Courts in said County, said County Commissioners hereby authorize the County Treasurer to transfer from any monies in the treasury the sum of Six Thousand One Hundred Ninety-six dollars and Forty-one cents (\$6,196.41) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation for the purpose aforesaid is exhausted.

Thos. J. Costello } County  
Chas. W. Bray } Commissioners.



Dec. Meeting 1937  
Order to Transfer

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, SS.

Springfield, January 7, 1938

Whereas in the judgment of the County Commissioners the interests of the County of Hampden demand an expenditure of the amount authorized by law for Miscellaneous in said County, said County Commissioners hereby authorize the County Treasurer to transfer from the account for Reserve Fund the sum of Five Thousand dollars and No cents (\$5,000.00) in addition to the amount authorized by law for the purpose aforesaid.

The reason for such transfer is that the appropriation authorized for the purpose aforesaid is exhausted.

Approved Jan. 8, 1938  
Theodore N. Waddell  
Director of Accounts.

Thos. J. Costello } County  
Charles W. Bray } Commissioners.

Order

January 10, 1938

Ordered, County Treasurer authorized and directed to pay \$322.73 to City of Chicopee on acct. of County's proportion of cost of work done on Granby Road and East Street. Case No. 89 and No. 90.

Thomas J. Costello  
chosen Chairman

January 12, 1938

Thomas J. Costello, Esquire, of Springfield, chosen by ballot, Chairman, for ensuing year.

Order

Ordered, County Treasurer authorized and directed to pay \$5,861. to Adams Nursery Inc., the same being the amount of contract for work to be done under Chapter 389 Acts of 1937 to be paid as follows:

January 12, 1938 - \$5,232.00  
and balance on completion of contract.

Vote

January 17, 1938

Voted, that whatever the Dept. of Public Health charges the County per patient in the State Sanatorium at Westfield from the Towns and Cities located in Hampden County will be charged back to the respective Towns and Cities the full amount, namely \$17.50 per week.

County Estimate

January 19, 1938

County Estimate.

Hampshire County  
Sanatorium

Ordered: that the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under provisions of law, be apportioned upon the towns and one city in the County of Hampden

also ORDERED  
that the County of Hampden pay to County of Hampshire \$16,631.21 on the sanatorium account.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 19, 1938

ORDERED: that the expense of maintenance of the Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and the County of Hampshire and under the provisions of the General Laws Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2 and the Acts of 1929, Chapter 184 be apportioned upon the following towns and one city in the County of Hampden and the amounts set forth to wit:



Agawam	\$ 1,461.47
Blandford	123.50
Brimfield	154.38
Chester	236.71
East Longmeadow	617.52
Granville	277.88
Hampden	123.50
Holland	30.87
Longmeadow	1,821.78
Ludlow	1,307.08
Monson	576.35
Montgomery	41.16
Palmer	1,358.64
Russell	607.22
Southwick	329.34
Tolland	51.46
Wales	61.75
West Springfield	3,858.60
Westfield	3,108.28
Wilbraham	483.72
	<u>\$ 16,631.21</u>

Said amounts apportioned on the said towns and one city to be paid to the County Treasurer of the County of Hampden on or before March 1, 1938. It is also ordered that the County Treasurer of the County of Hampden pay to the County of Hampshire the sum of \$16,631.21 on the sanatorium account.

Thos. J. Costello )  
 Chas. W. Bray ) County  
 Margaret V. Donahue ) Commissioners  
 of the County  
 of Hampden.

January 19, 1938

Acceptance of work done on Granby Road and Montgomery Street in Chicopee also notification that payment of \$1,393.24 represented the final amount due from the County, thereby closing the case. Cases No. 70 and No. 71 - 1936.

Acceptance  
of Work

January 26, 1938

Ordered, County Treasurer authorized and directed to pay \$1,443.76 to Town of Blandford on acct. of County's proportion of cost of work done on Russell Road (Russell Stage Road). Case No. 82 - 1937.

Orders

Ordered that the sum of \$740.00 which is balance of County's proportion of cost of work done on Brookfield Road be paid from County Treasury to Town of Brimfield. Case No. 72 - 1937.

Ordered that the sum of \$800. be paid from County Treasury to Town of Granville for work done on Main Road. Case No. 99 - 1937.



Dec. Meeting 1937

Orders

January 26, 1938

Ordered, County Treasurer authorized and directed to pay \$362.50 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 56 - 1937.

Ordered, County Treasurer authorized and directed to pay \$1,507. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road. Case No. 59 - 1937.

Ordered, County Treasurer authorized and directed to pay \$250. to Town of Monson on acct. of County's proportion of cost of work done on Wales Road and State Avenue. Case No. 61 - 1937.

County Treasurer authorized and directed to pay \$1507. to Town of Monson on acct. of County's proportion of cost of work done on Main Street. Case No. 60 - 1937.

Ordered, County Treasurer authorized and directed to pay \$700. to Town of Palmer on acct. of County's proportion of cost of work done on Red Bridge Road and Thorndike Street. Case No. 79 - 1937.

Ordered, County Treasurer authorized and directed to pay \$125. to Town of Wales on acct. of County's proportion of cost of work done on Monson Road. Case No. 71 - 1937.

Ordered, that the sum of \$489.69 which is balance of County's proportion of cost of work done on Chester Hill Road and East River Road be paid from County Treasury to Town of Chester. Case Nos. 92 and 93 - 1937.

February 2, 1938

Ordered that the sum of \$600. which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester. Case No. 54-1937.

Ordered that the sum of \$600. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester. Case No. 77-1937.

Ordered that the sum of \$559.22 which is balance of County's proportion of cost of work done on East Brimfield Road, Mashapaug Road and Pond Bridge Road be paid from County Treasury to Town of Holland. Case Nos. 57 and 98 - 1937.

Ordered that the sum of \$300. be paid from County Treasury to Town of Montgomery for work done on Main Road.

Ordered that the sum of \$800. which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Montgomery. Case No. 74 - 1937.

Ordered that the sum of \$1,600. which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland. Case No. 55-1937.



February 2, 1938	<p>Order to arrest George Lindsey of Springfield, holder of a release on parole.</p> <p>Order to arrest Francis D. Sullivan of Holyoke, holder of a release on parole.</p> <p>Statement of the County of Hampden Retirement System - 1937.</p>	<p><u>Order to Arrest</u></p> <p><u>Statement of Hampden County Retirement System.</u></p>
February 16, 1938	<p>Ordered that the sum of \$138.29 which is balance of County's proportion of cost of work done on Main Street be paid from County Treasury to Town of Monson. Case No. 60 - 1937.</p> <p>Ordered that the sum of \$750.00 be paid from County Treasury to Town of Palmer for work done on Forest Lake Road. Case No. 48 - 1936.</p>	<p><u>Orders</u></p>
February 9, 1938	<p>Ordered, County Treasurer authorized and directed to pay \$5,000. to County of Hampden Retirement System as provided by Chapter 400 Acts of 1936.</p> <p>Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$12,656.62 - under Chapter 264 Acts of 1903, divided in four payments.</p>	<p><u>Order to Pay Money to Retirement System</u></p> <p><u>Orders</u></p>
February 23, 1938	<p>Ordered, County Treasury authorized to borrow from time to time an amount not exceeding \$550,000.00 under General Laws Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.</p> <p>Order to arrest Joseph Switzer of Chicopee Falls, holder of a permit to be at liberty.</p> <p>Ordered, County Treasurer authorized and directed to pay \$146.25 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road. Case No. 56 - 1937.</p> <p>Ordered, County Treasurer authorized and directed to pay \$50.00 to Town of Monson on acct. of County's proportion of cost of work done on Wales Road and State Avenue. Case No. 61 - 1937.</p> <p>Ordered that the sum of \$150. be paid from County Treasury to Town of Russell for work done on Blandford Stage Road. Case No. 100 - 1937.</p> <p>Ordered that the sum of \$375.00 be paid from County Treasury to Town of Russell for work done on Blandford Stage Road. Case No. 76 - 1937.</p> <p>Annual Report.</p>	<p><u>Authorization to Borrow Money</u></p> <p><u>Order to Arrest</u></p> <p><u>Orders</u></p> <p><u>Annual Report</u></p>
March 2, 1938	<p>Order to arrest Martin Sagan of Chicopee, holder of a release on parole.</p> <p>Ordered that the sum of \$545.00 which is balance of County's proportion of cost of work done on Walnut Street be paid from County Treasury to Town of Agawam. Case No. 51 - 1937.</p>	<p><u>Order to Arrest</u></p> <p><u>Orders</u></p>



Dec. Meeting 1937

Orders

March 2, 1938

Ordered that the sum of \$50.65 which is balance of County's proportion of cost of work done on Russell Stage Road be paid from County Treasury to Town of Blandford. Case No. 82 - 1937.

Ordered that the sum of \$850.00 which is balance of County's proportion of cost of work done on Brookfield Road, Holland Road and Warren Road be paid from County Treasury to Town of Brimfield. Case No. 73 - 1937.

Ordered that the sum of \$2,219.23 which is balance of County's proportion of cost of work done on Worcester Street be paid from County Treasury to City of Springfield. Case No. 83 - 1937.

Ordered that the sum of \$75.00 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales. Case No. 71 - 1937.

March 9, 1938.

Ordered that the sum of \$454.46 which is balance of County's proportion of cost of work done on Thorn-dike-Three Rivers Road be paid from County Treasury to Town of Palmer. Case No. 78 - 1937.

Released from  
Training School  
on Parole.

March 16, 1938.

Armand Grenier, released from Hampden County Training School on parole.

Order to  
Pay Money to  
Treasurer of  
Mass.

March 23, 1938

Ordered County Treasurer authorized and directed to pay to Treasurer of the Commonwealth of Massachusetts, \$735.06, Hampden County's share of expenses of County Personnel Board for year 1937, in accordance with Sec. 50 Ch 35 of the G. L. inserted by Chapter 400 of the Acts of 1930.

Order to Arrest

Order to arrest Roger Hogan of Holyoke, holder of a release on parole.

Order

March 25, 1938

Certified Copy of ORDER of State Department of Public Works, Boston, dated March 22, 1938, which vests in the City of Holyoke the title and control of lands and rights therein taken or acquired in connection with the construction of a highway on Springfield Street in Holyoke beginning at Day Avenue and extending southerly for about 6,645 feet to Ingleside St.

Appointment  
Chas. W. Bray  
Trustee

March 30, 1938

Voted to re-appoint Mr. Charles W. Bray of Chicopee a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1938 to April 1, 1941.

Appointment  
Mrs. John P. Kirby  
Trustee

Voted to re-appoint Mrs. John P. Kirby of Chicopee a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1938 to April 1, 1941.

Appointment  
J. B. Weis  
Trustee

Voted to re-appoint Mr. J. B. Weis of Holyoke, a member of the Board of Trustees for County Aid to Agriculture. The term of office April 1, 1938 to April 1, 1941.

Order to Arrest

Order to arrest Edward E. Shea (John Edward Shea) of Springfield, holder of a release on parole.



March 30, 1938

Ordered, that the order to arrest Raymond Clune of Holyoke, holder of a release on parole, issued December 22, 1937, is hereby revoked.

Order to Arrest  
Revoked.

April 7, 1938

Ordered that the sum of \$936.28 which is balance of County's proportion of cost of work done on Mashapaug Road be paid from County Treasury to Town of Holland. Case No. 56 - 1937.

Order

Damages Done  
By Dogs

Land Damages

Sundry accounts being presented, are allowed, and the same amounting to the sum of

Sundry Accounts

April 7, 1938

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting adjourned without day.

Attest:

\_\_\_\_\_  
CLERK.



